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GREAT BRITAIN, Admiralty



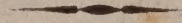
REGULATIONS

AND

INSTRUCTIONS

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.



ESTABLISHED BY

HIS MAJESTY IN COUNCIL.

1808.



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1808.

*By the Commissioners for Executing
the Office of Lord High Admiral
of the United Kingdom of Great
Britain and Ireland, &c.*

HIS MAJESTY having been pleased by His Order in Council to establish the Regulations and Instructions contained in this Book, for his Naval Service at Sea; you are hereby required and directed to conform yourself agreeably thereto, and to take care that the several Officers, under your command, pay the most strict attention and obedience to the same; not only as far as regards those Articles which are contained in their own Instructions respectively, but those also which have reference to them in the Instructions addressed to any other Officer.

Given under our hands, the 25th January, 1806.

(signed)

BARHAM,
J. GAMBIER,
PHILIP PATTON,
GARLIES.

*To the respective Flag Officers,
Captains, Commanders, and
Officers Commanding His
Majesty's Ships and Vessels.*

By Command of their Lordships,
(signed) WM. MARSDEN.

for the Commission for the
the Office of the Secretary
of the United Kingdom
British and Foreign

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which have been referred to in the Order in Council
and other things

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Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. I.—CHAP. I.

The Officers in general of His Majesty's Navy.

ARTICLE I.

EVERY Flag Officer is to repair to the Squadron in which he shall be ordered to hoist his Flag, and every Captain, Commander and other Officer to the Ship to which he shall be appointed, without delay, after receiving information of his being appointed, or ordered.

Flag Officer to repair to the Squadron, and other Officers to their respective Ships on being informed of their appointment.

II.

Every Officer, from the Time of his joining the Ship to which he shall be appointed, to that of his being discharged

All Officers to be constant in their attendance on board.

A

from

from it, is to be constant in his attendance on board, never going out of the Ship (except on the Public Service) without having obtained permission from the Commanding Officer

No Officer to remain out of the Ship during the night; nor to be absent for more than Twenty-four hours at one time. on board ; nor shall he remain out of the Ship during the Night, nor after the setting of the Watch, without having express Permission to do so ; nor be absent from the Ship for more than Twenty-four Hours at one Time, without the Permission of the Commander in Chief, or the Senior Officer present.

III.

Every Flag Officer and other Officers in the Fleet shall wear their proper Uniforms.

Exceptions.

Every Flag Officer, Captain, Commander, and other Officer in the Fleet, from the time of his joining the Squadron or Ship to which he shall be appointed, to that of his being removed from it, shall wear the uniform established for Officers of his rank or Station ; except when he shall have leave from the Lords Commissioners of the Admiralty, or the Commander in Chief, to be absent from his duty ; or, when he shall have express permission from his Commanding Officer to appear without it, which is never to be granted unless he may have leave to go to some considerable distance from the Port where the Ship, to which he belongs, shall be anchored.

IV.

All Officers to conduct themselves with respect to their Superiors, and with obedience to their Orders

Every Flag Officer, Captain and Commander, and every other Officer in his Station, is to conduct himself in the discharge of his duty, with the most perfect respect to his Superiors

periors, and the most implicit obedience to their Orders : and every Officer is, on all occasions, to shew to all other Officers every degree of respect and attention, which their respective situations may entitle them to expect.

V.

Every Flag Officer, Captain, and Commander, and every other Officer in the Fleet, is to obey every Order of his Superiors, and to discharge every part of his duty, with the utmost zeal and alacrity ; and he is not only to discharge the duties particularly attached to his own station ; but he is also, as far as circumstances will admit, to assist all other Officers in whatever duties they may have to perform. He is, on all occasions, to promote the good of the public service, in all its branches ; and so to conduct himself, in every situation, as to be an example of morality, regularity, and good Order, to all who may be subject to his Command.

General conduct to be observed by all Officers in the Fleet.

VI.

Every Officer is to observe attentively the conduct of all the Officers under his Command, and of the Ship's Company in general ; urging them, individually and collectively, to a zealous and perfect performance of their duty ; commending all those whose good conduct shall merit commendation ; and censuring, punishing, or reporting to his

Every Officer to observe the conduct of other Officers under his Command, &c. of the Ship's Company.

Superior, as circumstances may require, those whose misconduct shall deserve it.

VII.

Misconduct in a Superior Officer not to lessen the respect due to him.

If an Officer shall observe any misconduct in his Superior, or shall suffer any personal oppression, injustice, or other ill treatment, he is not, on that account, to fail, in any degree, in the respect due to such Superior Officer; but he is to represent such misconduct or ill treatment to the Captain of the Ship to which he belongs; or to the Flag-Officer commanding the Squadron in which he serves; or to the Commander in Chief, as circumstances may require.

to whom such misconduct shall be represented.

VIII.

Every Officer to refrain from making remarks or observations on the conduct of his superiors, which may bring them into contempt; or such as may discourage the Ship's Company.

Every Officer is strictly enjoined to refrain from making any remarks or observations on the conduct or orders of any of his Superior Officers, which may tend to bring them into contempt; and most carefully to avoid the saying or doing of any thing which, if seen or heard by, or reported to, the Ship's Company, may discourage them, or render them dissatisfied with their condition, or with the Service on which they shall then be employed, or with any Service on which they may be ordered. And if any Officer shall so far forget so essential a part of his duty as, either by his conduct or observations, to endeavour to lessen the respect due

Officers so far getting their duty to be reported by any

due to his Superior or his Orders ; or to dishearten the Ship's Company, or any part of them, or to render them dissatisfied ; every Officer, and every other Person who shall observe such conduct, or shall hear such observations, is strictly charged to report it immediately to the Captain of the Ship, or to the Commander in Chief, as circumstances may require ; and if any Officer, or other person, shall observe such conduct, or hear such observations, and shall not report them as herein directed, he shall be considered as accessory to the Offence, and shall be punished accordingly. But this injunction is not intended to prevent an Officer, who receives an Order, from making to the Officer from whom he receives it, a proper and respectful representation of any bad effects which he shall think may result to His Majesty's Service from its being obeyed : nor to prevent any Person from representing, either to the Officer by whom the Order was issued, or to his Superior, any injury, injustice, or oppression he may suffer, or may have reason to apprehend he shall suffer, by such Order being carried into execution : nor is it intended to prevent an Officer, or any Person whatever, from taking such measures, as the custom of the Service allows, to obtain redress for any injustice or injury done to him (as directed in the 7th Article of these instructions) or protection from Tyranny or any oppression he may suffer by the conduct or orders of his Superiors.

other Officer or Person observing such conduct.

Or the Officer or Person observing such conduct will be considered as accessory to the offence.

Any Officer may represent in a respectful manner the bad effects of any Order which he conceives may result to the Service ; or injury he may sustain from its being carried into execution.

IX. If

IX.

*Misconduct of
an Officer to
whom it shall
be represented*

If an Officer, or other Person, shall have occasion to represent the misconduct of any Officer, or shall have cause of complaint, he is to represent it to the Captain of the Ship to which he belongs ; but if the Captain shall not attend to his representation ; or if the Captain be the Officer whose misconduct he shall think it necessary to represent, or of whose ill Treatment he shall have cause to complain, he is to make his representation to the Commander in Chief, to the Senior Officer present, or to the Secretary of the Admiralty, as circumstances may require.

X.

*Officers to
avoid all un-
necessary pub-
lic expence.*

*To be æcono-
mical in the
expenditure of
Stores.*

*Waste and ne-
gligence to be
reported to the
Commanding
Officer.*

Every Officer is strictly enjoined to avoid all unnecessary public expence ; and, as far as may depend upon him, to prevent it in others ; to be himself, and to oblige all Officers under his command to be, as æconomical as possible in the expenditure of Stores, and not to admit of their being converted to any other than their proper use ; except in such manner, and into such articles as are allowed on the establishment of the Navy ; and if an Officer shall discover any wasteful Expence of Timber, or other materials, appropriated to the repairing of the Ship, or any negligence or idleness in the Artificers employed on such repairs, he is immediately to report it to the Captain, or the Commanding Officer on board, that such steps may be taken as the degree of neglect, or of wasteful expence, shall require.

XI. Every

XI.

Every Officer is most strictly enjoined to be particularly correct in all the accounts, which he may have to render, of the purchase, receipt, expenditure, or return, of Stores or Provisions; always representing them as being expended, or otherwise disposed of, precisely in the manner in which they were disposed of, and in no other.

Officers to be correct in the accounts of Stores or Provisions.

XII.

Every Officer is strictly enjoined to report to the Captain of the Ship, to which he belongs, or to the Commander in Chief, or to the Secretary of the Admiralty, as circumstances may require, any neglect, collusion, or fraud which he may discover in any Contractors, Agents, or other Persons concerned in supplying His Majesty's Ships with Stores or Provisions; or in executing any works in the naval department, either on board or on shore; whether such Stores or Provisions be under his charge, or such works under his inspection, or under that of any other Officer.

Officers to report any neglect, collusion or fraud on the part of Contractors, Agents and others concerned in supplying His Majesty's Ships with Stores and Provisions.

XIII.

Every Officer is strictly forbidden to have any concern or interest in the purchasing of, or in Contracts made for the supplying of Provisions or Stores of any kind for the use of His Majesty's Ships; or in Contracts made for

Officers to have no concern nor interest in Contracts; nor to receive any emolument, fee or gratuity on account of such contracts.

for the executing of any works in the Naval department; or to receive any emolument, fee, or gratuity whatever, either directly or indirectly, on account of such Contracts or purchases, from those who have an interest in such Contracts or purchases.

XIV.

*Flag Officers
and others to
sign all Books
Accounts and
Certificates,
&c.*

*provided they
are satisfied
such Books,
Accounts, &c.
ought to be
signed.*

*In what cases
they are not to
sign Certifi-
cates.*

Every Flag Officer, before he strikes his Flag, and every Captain, Commander and other Officer, before he leaves the Ship to which he belongs, is to sign all Books, Accounts and Certificates, which may be necessary to enable the Officers of the Ship to pass their respective Accounts, or to receive their pay, provided he be satisfied that such Books, Accounts, or Certificates ought to be signed; but every Officer is strictly enjoined to examine very carefully all Muster Books, Accounts of the receipt, expenditure or other disposal of Stores or Provisions, and all other Books, Accounts, or Papers before he signs them; and to sign such only as he shall believe to be correct. And every Officer is also enjoined not to sign any Certificate for any specific Service, without ascertaining that such Service has been actually performed; nor any certificate of general conduct and character, but such as the general conduct of the person, to whom it is given, shall really deserve.

XV. If

XV.

If an Officer shall, at any time, receive from his Superior an Order which may be contrary in any respect to any Article in these general Instructions, or to any particular Order he may have received from the Lords Commissioners of the Admiralty, or from any Superior Officer, he is to represent in writing such contrariety to the Officer, from whom he shall have received the Order; but if, after such representation, that Officer shall direct him to obey the Order he has given him, he is to obey it, and report the circumstances to his Commander in Chief, or to the Secretary of the Admiralty, as may be necessary.

How Officers are to conduct themselves on receiving Orders from their Superiors which may be contrary to these general instructions: or to any particular order from the Admiralty or from a Superior Officer.

XVI.

If Stores or Provisions of any description be lost, embezzled, or spoilt; or if any extraordinary public expence be incurred, by the misconduct or negligence of any Officer, the pay of that Officer shall be made answerable for the amount of such Provisions, Stores, or extraordinary expence; and if the pay due to him shall not be equal to the amount thereof, his future pay, or half pay, shall be stopt, until the public shall be perfectly reimbursed for every expence which his misconduct or negligence may have occasioned.

The pay of an Officer to be stopt, when by his misconduct or negligence Stores or Provisions be lost, embezzled or spoilt. Also his future pay and half pay.

B

XVII. Every

XVII.

The rank of every Officer signing Books, Accounts, &c. or drawing Bills, to be inserted after his name.

Every Officer is to be particularly careful, when he signs any Letters, Books, Certificates, &c. or when he draws Bills on His Majesty's Service, to insert after his name, the rank which he holds in the Service.

Regulations and Instructions

For FLAG OFFICERS.

CHAP. II.

For Commanders in Chief.

ARTICLE I.

A FLAG Officer, appointed to command a Fleet or Squadron, shall obtain, as soon as possible, the most correct information of the state of the Ships under his orders, the number and qualities of their Crews, the Order and discipline observed in them, the quantity of Stores and Provisions on board, and, in general, their fitness for the Service for which they may be intended. He shall acquaint himself also with the skill, capacity, and information of their Commanders, that he may be able to select, for particular services, those best qualified, by their particular abilities or local knowledge, to perform them. He is to use every exertion to complete expeditiously the equipment of the Fleet or Squadron; and if he discovers any deficiencies

A Flag Officer is to obtain every information respecting the fleet or squadron he is appointed to command, and the quantity and quality of Stores and Provisions: the skill and capacity of the Officers under his command. He is to exert himself in the equipment of the Fleet or Squadron.

ciencies in the supplies, or defects in the Ships, which may render them unfit for the Service for which they are destined, he is to represent them to the Board to whose department they belong, or, if necessary, to the Secretary of the Admiralty.

II.

To acknowledge the receipt of all Orders from the Admiralty and superior Officer.

He is to acknowledge, as soon as possible, the receipt of all orders he receives from the Lord High Admiral, the Lords Commissioners of the Admiralty, or any Superior Officer; and of all Letters from the Secretary of the Admiralty, which contain directions for his proceedings.

III.

Not to exercise any authority in the Dock Yards, where a Commissioner of the Navy is resident.

He is not to exercise any authority in the Dock Yards in England, nor in a Foreign Yard where a Commissioner of the Navy is resident, nor to Order any Supplies of Stores above the established quantity, nor any repairs to be undertaken in any Ship; but he is to represent whatever he may think necessary to the Commissioner at the Dock Yard; or, if the case shall require it, to the Commissioners of the Navy at their Board.

IV.

To see that the several Officers dis-

As the Commander in Chief will be considered responsible for the conduct of the Fleet or Squadron under his Command;

Command; he is to see that every Officer discharges the *charge the duties of their respective Stations and comply with these Instructions.* duties of his Station with alertness and precision, and complies strictly with such part of these Instructions and Regulations as are addressed to him; never suffering neglect or inattention in any one to pass unnoticed.

V.

He is to keep the Fleet or Squadron under his Command in the most perfect condition for Service that circumstances will admit, and whenever he shall put into any Port, or send in any part of the Fleet or Squadron, he is to give orders that the Stores and Provisions shall be immediately completed, and that the Carpenters, Caulkers, and other Artificers of the Squadron shall be employed in repairing any Ships which may stand in need of repairs, as far as the time of their continuing in Port will admit. *To keep the Fleet or Squadron in perfect condition for service, their Stores complete, and the Ships in repair.*

VI.

He is to take every opportunity, which the Service he may be employed on will admit, to exercise the Ships under his Command, in forming Orders of Sailing, and Lines of Battle; and in performing all such Evolutions as might be necessary in the presence of an Enemy. He is to see that every Ship performs correctly her part in such Evolutions; and he is on such, as on all other, occasions, to be careful that a proper example of attention and alertness is shewn to the Fleet by the Ship which carries his Flag. *To exercise the Ships, in forming Orders of sailing, and Lines of battle. To see that every Ship performs the evolutions correctly.*

VII. He

VII.

*To attend to
the conduct of
every Ship in
battle.*

*To represent
their Com-
manders as
their conduct
shall deserve.*

He is to be extremely attentive in Battle to the conduct of every Ship in the Fleet or Squadron, that he may immediately correct the errors, and prevent any bad effects from the misconduct of their Commanders; and that he may be able to represent them as deserving of commendation or censure (which he is always to do without partiality or affection) as their conduct shall really deserve.

VIII.

*To direct
Commanders
of Squadrons
and Divisions
to muster the
Crews of the
Ships.*

*To enquire
into various
particulars,*

*and to report
to him the re-
sult of such
enquiries.*

*Commander in
Chief to visit
the Ships.*

He is to direct the Commanders of Squadrons and Divisions to muster frequently the Crews of the Ships under their Orders, to enquire into the qualities of the Men and their fitness for the Stations in which they are rated; to inspect into the state of each Ship, the Order and discipline observed in it; the degree of attention paid to cleanliness, and to other means of preserving the health of the Crew, and to all the regulations established by these Instructions; and to make a report to him on all these subjects; particularly specifying the instances, if any, of mistating, or of inattention or neglect. And when the other duties of the Fleet will admit of it, the Commander in Chief is to visit the Ships, and enquire into these things himself.

IX.

Not to order

He is not to order any Captain or Commander of any Ship

Ship or Vessel under his Command to bear Supernumeraries, *Captains or Commanders to bear Supernumeraries.* unless there be some good reason for his doing so, which is to be specified in the Order he gives for that purpose.

X.

He is to correspond regularly with the several Boards, *To correspond with the several Boards.* informing them of all orders he may give relating to their respective Departments, except such as have reference only to the Ordinary supplies of Stores and Provisions. He is *To inform them of the conduct of their Officers.* to inform them of any neglect he observes in the Officers they employ, and is to point out to them any improvements *To suggest improvements.* in their respective departments, which his observations may enable him to suggest.

XI.

He is, by every proper opportunity, to inform the Secretary of the Admiralty of all intelligence he may obtain *To inform the Secretary of the Admiralty of all intelligence respecting the Enemy.* of the movements or intentions of an Enemy, and of all other circumstances worthy of notice; and to send a particular account of the proceedings of the Fleet or Squadron *of the proceedings of the Fleet and its actual disposition.* under his command, with the actual disposition of it, according to the form (N^o. 1) in the Appendix. And when employed on any Foreign Station he is to send, by different conveyances, duplicates and triplicates of all the Letters *To send Duplicates and Triplicates from Foreign Stations.* he writes, either to the Secretary of the Admiralty, or to any of the Boards with which he is directed to correspond.

XII. When

XII.

*Commanders
in Chief on
Foreign Sta-
tions answer-
able for the
proper dispo-
sition of the
Fleet, &c.*

*also for the
Expenditure
of Public Mo-
ney and Stores*

*He is to apply
to the several
Boards for
Copies of their
"General In-
structions,"
and of Con-
tracts made by
them,*

*but not to as-
sume any con-
troul over the
management
of the Dock-
Yard where a
Commissioner
of the Navy
is resident.*

When appointed to command on any Foreign Station, he is to consider himself as answerable, not only for the proper disposition of the Fleet or Squadron, and the good order and discipline of the Officers and Men under his command, but also (where there is no resident Commissioner) for the oeconomical expenditure of Public Money and Stores, and for the proper discharge of their duty by all the Officers of every Department of the Naval Service; for which purpose he is, before he leaves England, to apply to the several Boards for Copies of the general Instructions given by them to their respective Officers, and for copies of all contracts made by them for supplying the Ships with Stores or provisions: for taking care of the Sick; for building, or repairing Ships or Vessels; or for carrying on any Works on shore within the limits of his command. But where a Commissioner of the Navy is resident, the Commander in Chief is not to assume any authority or controul over him, nor to interfere in any manner with the management of the Dock Yard, or give any order to him relative thereto; the Commissioner's functions being, by his Instructions, entirely distinct from those of the Admiral, and for the due execution of which he alone is responsible to his Superiors.

XIII.

*He is not to
send any Flag*

A Commander in Chief is not, without Orders from the Admiralty,

Admiralty, to send to England, nor to any place beyond the limits of his Station, any Flag Officer under his Command, unless it be necessary to detach a Squadron on some particular Service, or unless some very urgent necessity require that such Flag Officer should be removed from the Station, the causes of which necessity he is, by the first possible opportunity, very minutely to detail to the Secretary of the Admiralty.

Officer under his Command to England or beyond the limits of the Station.

XIV.

Where there is no Commissioner of the Navy within the limits of his Station, he shall have the command over the Dock Yards, all the Officers of which, and all other Officers employed in the Naval Service, are to obey his orders for the equipping of Ships, for the expenditure of Stores and Provisions, and for the purchase of them when necessary.

To have command over the Dock Yards where there is no Commissioner of the Navy.

XV.

Where there is no Commissioner resident, he may suspend from his employment any Officer, in any Department, whose misconduct shall make it necessary for him to do so, and he may appoint another to act in his stead till the pleasure of the Lords Commissioners of the Admiralty shall be known. He is to send to the Secretary of the Admiralty, by the very first opportunity, an account of the

He may suspend Officers in any department for misconduct where there is no Commissioner of the Navy; and appoint others provisionally.

C

misconduct

Sending an account of such misconduct to the Secretary of the Admiralty, in such cases how he is to proceed with regard to stores. misconduct of such Officer, and of his reasons for suspending him; and if he be an Officer having the charge of Stores, he is to order a survey of them to be taken, and is to give them in charge to the Officer whom he appoints to act in his stead, with directions to open a new account of the receipts, returns, conversions, and issues, of all Stores from the period of closing the said Survey, in order to ensure the means of investigating the preceding Officer's Accounts.

XVI.

How the Commander in Chief is to act in case of the death or absence of Officers in any department. If any Officer, in any Department, shall die, or shall be under the necessity of quitting his station for the recovery of his health, the Commander in Chief is, where there is no resident Commissioner, to appoint a proper person to act in his stead, until the pleasure of the Lords Commissioners of the Admiralty shall be known; but he is never to permit

Certificate of ill health by whom to be signed. such Officer to quit his station until he shall be satisfied that the state of his health does absolutely require it, which is to be certified in writing by the Physician of the Fleet, the Surgeon of the Hospital, and the Surgeon of one of the Ships of the Squadron, or, if there be no Physician, nor

How to act in case of the death or absence of the Commissioner. Hospital, by three Surgeons of the Squadron. If a Commissioner of the Navy, at a Foreign Yard, shall die, or shall be obliged to quit his station on account of his health, he shall not appoint any person to act as Commissioner; but the Duty of the Dock Yard shall be carried on by the other:

other Officers in the same manner as it is in those Yards to which a Commissioner has not been appointed.

XVII.

Where there is no resident Commissioner he is not, without express directions from the Lords Commissioners of the Admiralty, to appoint any Person to any new place or Office, nor to make any alterations in the arrangements or emoluments of those which he shall find established. He is not to alter the pay or allowances of Artificers or others employed in any Department; nor to order any additional number to be employed, except when the urgency of some particular Service shall require it.

He is not to make any appointments or alterations in any department where there is no resident Commissioner.

XVIII.

Where there is no resident Commissioner he is not, without express directions from the Lords Commissioners of the Admiralty, to order any new works to be undertaken in the Dock Yard, Hospital, or other place on shore; nor any alterations to be made in the Docks or Buildings, nor any repairs except such as shall be absolutely necessary for their preservation; but he is to inform the Secretary of the Admiralty of any alterations or improvements, which he shall think it may be advantageous to make; and he is to direct the proper Officers to inform their respective Boards of such repairs as may be necessary to the Buildings in their department,

Nor to order any new works nor alterations in the Docks, &c.

But to inform the Secretary of the Admiralty of any improvements, &c. which may appear to be advantageous.

partment, and to send at the same time as correct an Estimate as possible of the Expence such repairs would amount to ; and he is to Certify on the report, that it is made with his approbation.

XIX.

To see that all Officers obey the Orders they receive from their respective Boards.

Where there is no resident Commissioner he is, as far as may be in his power, to see that every Officer does punctually obey the Orders and Instructions he shall have received from the Board under which he serves ; that he makes regularly, at the appointed periods, returns of the receipts, expenditure, and remains of the Money and Stores

To inform the Secretary of the Admiralty when Stores and Provisions will be wanted.

placed under his charge ; and he is to direct the Officers to inform their respective Boards of the same ; and he is himself to inform the Secretary of the Admiralty whenever there is a probability that Stores or Provisions will be wanted for the use of the Squadron.

XX.

He is not to alter the establishment of Officers or Men in any Ship; nor to issue extraordinary supplies of Stores or Provisions.

He is not to alter the established number of Officers or Men in any Ship under his Command ; nor to order any extraordinary supplies of Stores or Provisions to be issued to them, except when some particular Service shall require it ; on all other occasions he is to direct those, who are entrusted with the distribution of Stores and Provisions, never to issue them on any demand, unless it be accompanied by a return of what have been expended, and what remain in the

the Ship from which the demand is sent, and he is strictly to enjoin them to report to him whenever they discover any extraordinary or wasteful expence.

XXI.

In all orders which he shall give to the Officers of the several departments, where no Commissioner is resident, he is, as far as circumstances will admit, to conform to the established rules and general practice of the Navy, and the particular regulations of the Department to which his Order shall be addressed; and he is not to give any directions which may counteract, or interfere with, those which the Officers receive from the Boards under which they serve, except in cases of urgent necessity, when he is to state the same, and the reasons for so doing, to the Secretary of the Admiralty and to the Boards to which they respectively relate.

He is to attend to the rules of the Navy and the regulations of the several departments in giving his Orders, where no Commissioner is present. To give no directions which may interfere with the orders which any Officer may have received from any of the Boards.

XXII.

As a considerable expence must be at all times incurred by the sending of Stores and Provisions to Foreign Stations; and as many difficulties may arise, during War, to retard, or prevent, their arriving; the Commander in Chief is strictly to enjoin all the Captains under his Command to use the utmost frugality in the expenditure of them; not to apply for Surveys on them until they shall be really worn out

To enjoin all Captains to be frugal in the expenditure of Stores and Provisions;

out and unfit for service; and, when they have been condemned, to convert them to any use for which they may still be fit; that, by so doing, not only all unnecessary and wasteful expence may be avoided, but also, by such careful husbanding of Stores, that the Fleet or Squadron may be kept in condition for active service, though prevented from receiving the usual supplies. He is never to allow the Squadron to carry the Colours hoisted at Sea, nor to hoist them in blowing Weather in Harbour.

in Order that the Fleet may always be in condition for active Service. He is not to allow the Colours to be hoisted at sea, or in blowing weather.

XXIII.

To direct that Stores and Provisions be received from, and repairs performed by, persons appointed by the respective Boards only. Where there is no resident Commissioner, he is to direct that all Stores and Provisions be received from, and all repairs of Ships performed by, the persons appointed by the respective Boards for those purposes; and he is not to allow Supplies to be purchased, nor repairs to be executed, by any other person without the most absolute necessity for doing so.

XXIV.

How to proceed in the purchase of Stores and Provisions. If, in places where there is no resident Commissioner, there shall be an absolute necessity for the purchase of Stores or Provisions (without which it is never to be done) he shall order the Officer, appointed for that purpose by the Board to whose department such Stores or Provisions relate, to purchase them, if there be such an Officer on the Station.

Station where he commands; but, if there be not, he is to take every possible precaution to ensure their being obtained good in quality, and at the lowest prices. He is, as from circumstances he shall find most advantageous to His Majesty's Service, either to make a Contract for the supplying of the whole quantity required, or to appoint an Agent to purchase them, or to direct each Captain to purchase such as the Ship he commands may stand in need of. He is to inform the Board, to whose Department such Stores relate, in the event of his adopting the former mode, of his reasons for so doing, and of the Orders which he has given on the subject. The Bills drawn by the Agent will be charged as an Imprest conjointly against himself and the Commander in Chief, until regular and satisfactory accounts and Vouchers shall be received for the same.

By contract or otherwise.

To inform the respective Departments to which such Stores may relate.

Imprest charged against him and the Agent for the amount of bills drawn.

XXV.

If, where there is no resident Commissioner, it should be found necessary to give directions for supplying the Squadron with Stores or Provisions, or for executing any works on shore, upon Contract, he is to direct the proper Officer, where there is one, or (where there is not) such other persons as he shall see fit to authorize for that purpose, to give public notice of the quantities and qualities of the Stores &c. to be contracted for, or the nature of the work to be performed, that tenders be received from all who may be disposed to offer them, and that the Contract be made with the

To direct the proper Officers and others to give public notice of all contracts to be made for Stores or Provisions, or for executing works on shore.

And that the contract be

made with the person who shall offer the lowest terms; neither himself nor any other Officer to have any interest in such Contract. Time of Contract to be as short as possible.

the person who shall offer the lowest terms, provided he is sufficiently responsible, and gives security for the due execution of the same; but neither the Commander in Chief, nor any person under his Command, shall have any interest whatever in such Contract, or receive any fee, gratuity, or advantage on account thereof, or for having made it. The time for which any Contract shall be made is to be as short as possible; that if the Board, to whose Department it belongs should disapprove of it, it may soon be put an end to. The Commander in Chief is to send to the proper Board, by the very first opportunity, a Copy of the Contract, and his reasons for having authorized it.

XXVI.

To ascertain the quality and quantity of Stores and Provisions supplied, and the manner in which works performed by Contract are executed.

Where there is no resident Commissioner, he is to be very particular in ascertaining the quality and quantity of Stores and Provisions supplied by Contract, and the manner in which works performed by Contract are executed; which he is frequently to direct the Officers best qualified for such service to examine, and to inspect them himself, as often as circumstances will admit; so that he may be satisfied of the Contractors having strictly and punctually complied with the terms of their Contract.

XXVII.

To order proper Officers to

When Timber or any other Stores are received into a Dock

Dock Yard on any Foreign Station, where there is no Commissioner of the Navy, the Commander in Chief is to order a sufficient number of Officers, selecting those best qualified for that service, to Survey them; that he may ascertain whether those, which have been sent from His Majesty's Stores in England, arrive in good condition, and whether those, which have been purchased, or supplied by Contract, are perfectly good, and such as, by the terms of the Contract, or the agreement on which they were supplied, they ought to be.

*Survey Timber
or other Stores
received into a
Dock Yard.*

*To see that
those sent from
England, and
those purchas-
ed are in good
condition.*

The Officers, who take this Survey, are to specify very particularly every defect they discover, and as far as they shall be able to judge, the cause of such defect, that it may be determined whether it existed when the Stores were purchased, or sent from England, or whether it had been occasioned by the neglect of those who might, at any subsequent time, have had the charge of them.

*Officers taking
the Survey to
specify any de-
fects they may
discover.*

XXVIII.

If the unlading of Store Ships, or any other works in a Foreign Dock Yard, shall require more men than those usually employed there, the Commander in Chief, whenever the duties of the Fleet or Squadron will admit of it, is, upon the requisition of the Commissioner where there is one resident, to order as many Men, as may be required, to be sent from the Ships to be employed on those Services,

*To order Men
from the Ships
to assist in the
Dock Yard on
particular oc-
casions;*

D

who

who shall be paid at the rate of Sixpence per day; but he is to be careful that no more Men are employed on such works than shall really be required. The Officers sent to command them shall be paid as follows:

	s. d.
A Lieutenant.....	2 6 per Day
A Master's Mate or Midshipman.....	1 0
A Boatswain's Mate	0 9

*rates at which
Officers shall
be paid.*

XXIX.

He is not to authorize boats or vessels to be hired for the use of the Fleet or Squadron, either at Sea or in Port, unless it be absolutely necessary; but where there is no resident Commissioner, he is to see that, on all occasions, the Supplies of Stores and Provisions be carried on board, and all other services performed, by the Boats of the Fleet or Squadron, or those of the Dock Yard. But if there be at any time an absolute necessity for hiring Boats or Vessels, the Commander in Chief, where there is no Commissioner, is to mention, in the Order he gives for that purpose, the service they are required to perform and the reasons for hiring them, instead of employing the Boats of the Squadron.

*but make use of
the Boats of
the Fleet or
the Dock Yard
except in cases
of absolute ne-
cessity.*

XXX.

He is not to purchase, nor to hire, any Ship or Vessel to be armed and fitted as a Ship of War, or as a Tender to the

*He is not to
purchase nor
to hire any*

the Fleet, unless there be an absolute necessity for his doing so, in order to replace a Ship or Vessel that may have been lost, and there be not time for him to represent such necessity to the Lords Commissioners of the Admiralty, and to receive their directions, which he is at all times to do, if circumstances will admit of it. But if he shall be ordered to purchase, or if the Service shall absolutely require that he should purchase, any Ship or Vessel, to be fitted as a Ship or Vessel of War, he is to inform the Commissioner, (if there be one at the Port) of the service for which such Vessel is intended, and to request him, when a Vessel apparently fit for that Service is found, to order the proper Officers to Survey and value her; and he is to send two of the most intelligent and best qualified Carpenters, and two Smiths of the Squadron, to assist at the Survey and valuation of the Vessel, her Masts, Yards, iron work, &c. and two of the best qualified Masters, two Boatswains, and two Sailmakers, to assist in surveying and valuing her rigging and sails. And if the Vessel be found to be in good condition, and fit for the Service on which she is intended to be employed, and may be purchased at a fair and equitable price, he is to draw Bills upon the Commissioners of the Navy for the amount of the valuation, transmitting to them, at the same time, the Survey and appraisement, in which he is to see that the rate per Ton for the Ship, and the number, weight, quality, rate and value of each Article be inserted. If there be not any Commissioner of the Navy on the Station where he Commands, he is to direct the

*Ship or Vessel
to be fitted as
a Ship of War.*

How to proceed when ordered to purchase such ship or Vessel.

Proper Officers to be appointed to Survey and value her.

He is to draw Bills for the amount on the Commissioners of the Navy.

How to proceed where there is no Commissioner of the Navy.

proper Officers of the Yard, with those specified above, to survey and value her, but he is alone to be accountable for the propriety of the terms of the purchase, and shall draw the Bills in his own name; the Naval Officer being, by his Instructions, directed, in no possible case, to draw for the same; but the Commander in Chief is not to interfere in the hire or purchase of Tenders or other Vessels for temporary Service, which are to be agreed for by the Naval Officer, according to his Instructions.

XXXI.

How to proceed when prizes to the Squadron may be purchased.

three-fourths of the appraised value only to be paid to the Captors.

When any Ship or Vessel, prize to any part of the Squadron, is to be purchased, particular care is to be taken that no Person interested in the Capture shall be employed in the Survey or appraisement of her: And the Commander in Chief when he orders a prize Ship to be purchased, is to direct that only three-fourths of the appraised value be paid to the Agents of the Captors, the remaining fourth part being reserved until the Commissioners of the Navy shall have either approved of the appraised value, or made such deductions from it, as they shall think necessary.

XXXII.

To authorize the Naval Officer where there is no Commissioner, to draw Bills,

Where there is no Commissioner, the Naval Officer is to apply to the Commander in Chief for his approval as to the Bills he may have occasion to draw; and, upon the latter being applied to for the purpose, he is to require from the former

former a statement of his Accounts, shewing the Balance in his hands, and also the Service for payment of which Money is wanted; and the Commander in Chief, upon being satisfied therewith, is to authorize the Naval Officer to advertise publicly for the same: he is also to signify, in writing on the respective Tenders, his approval or rejectment thereof, and to approve of the Bills drawn for the lowest Tenders, provided the rate of Exchange, Premium, or Discount be inserted thereon.

XXXIII.

Where there is no resident Commissioner of the Navy, the Commander in Chief is to receive, four times in the Year, namely, at the ends of the Months of March, June, September and December, from the Naval Officer, and every other person entrusted with the charge of Money, three general statements of their respective Accounts for the preceding quarter, at the foot of which he is to certify that he has examined the same, and if any articles therein appear to him objectionable, he is to represent them to the Board, under which the Officer acts by whom they are made.

One Copy of these Accounts he is to transmit, by the first safe conveyance, to the Commissioners of the Navy; one copy he is to deliver to the Person, by whom the Accounts are made out, to be transmitted by him to the Commissioners; and he is to keep one copy himself, which he is to send to the Commissioners, when he returns to England.

When

if satisfied that there be occasion to draw, and to advertise publicly for the lowest tenders for the same.

He is to receive four times in the Year, general statements of Accounts from all Officers entrusted with the charge of Money; to certify that he has perused them.

Three Copies to be made, and how to be disposed of;

On quitting the Station he is to

demand the accounts of the last quarter to the day of his giving up the command.

To approve of Bills drawn by other departments not immediately under the direction of the Navy-board.

When he is about to quit the station, he is to direct similar statements to be made out from the last quarter day to the day of his giving up the Command, for his perusal and Certificate in like manner. If Money should be required for any other Department, besides that immediately under the direction of the Navy Board, it is to be procured by the proper Officer in that Department, the Bills for which are to be approved by the Commander in Chief, but drawn in whatever manner or form the Board, presiding over such Departments, shall have directed; and the Commander in Chief is to send to the several Boards lists of the Bills he has authorized to be drawn on them, specifying the date of each Order, the sum drawn for, and the services for which it was required.

XXXIV.

To send accounts of stationary, &c. to the Admiralty once in three Months; and to draw on the Navy Board for the amount.

He is not to require the Naval Officer to pay for his Stationary, Postage, or any other contingent expences, the accounts of which, with full and explicit Vouchers thereto, he is to transmit to the Secretary of the Admiralty once in every three Months, and to draw upon the Navy Board for the amount. And if any part shall appear to have been improperly expended, or imperfectly accounted for, it shall be charged as an Imprest against his pay.

XXXV.

If he finds it

If he finds it indispensably necessary to appoint an acting

acting Naval Officer at any Foreign Yard, which may be necessary to
 captured from the Enemy, he is to furnish him with a *appoint a Naval Officer at*
 Copy of the general Instructions for his government: such *any Foreign*
 appointment will not however be confirmed by the Board *yard, he is to*
 of Admiralty, but upon the most satisfactory ground of its *be furnished*
 being necessary, and the Bills drawn by the Naval Officer, *with a copy of*
 so appointed, are to be charged as an Imprest against the *the "General*
 Commander in Chief for the time being, until the Naval *Instructions."*
 Officer's appointment shall be confirmed, or his accounts
 be passed.

XXXVI.

He is not to allow any Officer to quit the Ship to which *Officers not to*
 he belongs until he shall have ordered him to be surveyed, *quit Ships*
 and shall be satisfied that the state of his health does *without a*
 really make it necessary. *Survey.*

XXXVII.

When he sends any of the Ships of his Fleet or Squadron *On any Ship*
 to England, he is to direct their Captains to return into *proceeding to*
 Store, or to such Ships of the Squadron as he may think *England he is*
 fit, all the Stores and Provisions which shall exceed the *to direct the*
 quantity necessary for their passage; and he is to send *Captain to re-*
 home in them the Invalids of the Squadron, who are to be *turn into Store*
 discharged to the Hospital on their arrival in England, the *or some other*
 Captain being instructed to make out three pay lists, and *ship, all the*
 one open list, which are to be delivered to the Commissioner, *stores and pro-*
 or to the Naval Officer at the Port where they may be *visions beyond*
 landed. *what may be*
necessary for
the passage,
and to send in
her the Inva-
lids of the
squadron;

and the un- landed. He is also to send in them unserviceable Stores, serviceable and whatever else, by being so carried, may prevent the Stores, &c. hiring of Transports, or the paying of freight in Merchant Ships.

XXXVIII.

To direct the Captains to inspect the Hospital and sick quarters. He is to direct the Captains under his Command to inspect very frequently the Hospital and Sick Quarters within his Station, to see that the Medical attendants are attentive to their duty, and that the sick have every thing necessary to their comfort and cure; and that the former make their report to him according to the Form (N°. 2) in the Appendix.

XXXIX.

To keep a journal of the proceedings of the Fleet or Squadron. He is to keep a journal of the proceedings of the Fleet or Squadron under his Command, according to the form (N°. 3) in the Appendix, in which he is to note all orders received, all detachments made, and the service on which they are sent, and in general all such information as may enable the Lords Commissioners of the Admiralty to judge

Copy of which is to be sent to the Secretary of the Admiralty at the end of every three Months, and a general Copy at the end of the Voyage. of the manner in which the Squadron has been employed. A Copy of which Journal, with a statement of the disposition of the Ships under his Command, he is to send, at the end of every three Calendar Months, and one general Copy, at the end of his Voyage, to the Secretary of the Admiralty.

XL. When

XL.

When he returns to England, if he be directed to strike his Flag, or if he obtain permission to go to London, he is to attend the Lord High Admiral, or the Lords Commissioners of the Admiralty, to render an account of the manner in which he has performed the Service entrusted to him, and to give such information relating to the Station on which he has commanded, as he may think likely to prove beneficial to the public service.

To attend the Lords of the Admiralty on striking his Flag or obtaining permission to go to London.

LXI.

If the Commander in Chief shall be killed in battle, his Flag is to be continued, flying till the Battle is ended, and the Enemy is no longer in sight; but the Officer next in Command is to be immediately informed of his death by a private signal previously appointed, or otherwise, and is to go on board his Ship and take the command of the Fleet; and if he be a Flag Officer he is to leave his own Flag flying. And if the Commander in Chief shall, by any cause, be rendered incapable of directing the operations of the Fleet or Squadron, in Battle, or in the presence of an Enemy, he is to send for the Officer next in Command, who is to remain on board the Ship of the Commander in Chief, leaving his own Flag flying, and direct the operations of the Fleet as long as the Enemy shall remain in sight; unless the

The Flag of the Commander in Chief if killed in battle to be continued flying.

The second in Command, if a Flag Officer, to leave his own flag flying.

Commander in Chief to send for the second in command in case of incapacity.

E

Commander

Commander in Chief shall be able to resume the direction of them himself.

XLII.

Commander in Chief quitting his Station, his authority and emoluments cease, and the Officer next in command succeeds him; and enjoys all the emoluments (if a Flag Officer) until the pleasure of the Lords of the Admiralty be known. If a Captain, he shall hoist a broad Pendant, and have Twenty Shillings additional pay per day. Officer succeeding to the Command to send immediate information to the Secretary of the Admiralty.

If a Flag Officer, Commander in Chief of a Fleet or Squadron, shall die; or if the bad state of his health shall make it absolutely necessary for him to quit the station on which he commands, without waiting for directions from the Admiralty (in which case his authority as Commander in Chief, and all emoluments annexed to it, except his pay as a Flag Officer, shall cease on his resigning the command, or on his setting Sail to leave the Station) the Officer next in Command, being a Flag Officer, shall succeed to the Command in Chief, and shall enjoy all the emoluments of such Command until the pleasure of the Lords Commissioners of the Admiralty shall be known; but if the next in Command be a Captain, he shall not become a Commander in Chief, nor enjoy the emoluments of such situation; but he shall hoist a broad Pendant, and shall have an allowance of Twenty Shillings additional pay per day, and shall command the Squadron, until the pleasure of the Lords Commissioners of the Admiralty shall be known. The Officer succeeding to the Command is to send immediate information of his having done so to the Secretary of the Admiralty.

XLIII.

Commander in

A Commander in Chief is not to resign his Command and.

and quit his station, for any other cause whatever than the bad state of his health; nor for that, unless it shall be such as to make a change of climate or situation absolutely necessary; and when he does quit it, he is not to take with him any Ship, the Service of which may be requisite; nor on any account to weaken the Squadron, or render it unfit for the Service for which it is intended.

Chief not to resign his Command nor quit his Station except in the case of bad health; in which event he is not to take with him any Ship which might weaken the Squadron.

XLIV.

When a Commander in Chief, or the Commander of any Squadron, shall resign his Command, he is to deliver to the Officer, who succeeds him, authenticated copies of all unexecuted Orders, of all general regulations, of all papers he may have received from the several Boards, for his information and guidance; and of all intelligence he may have obtained of the operations or intentions of an Enemy, or of any Foreign Power, except such as the Officer who succeeds him shall be already possessed of, and such as either are directed to be, or from the nature of them necessarily ought to be, kept secret, the originals of which, whether Orders, Instructions, or Signals, he is to deliver to his Successor, without allowing copies to be taken of any of them, except of those which may be necessary for his own use, after he shall have quitted the Station.

To deliver on resigning the Command, authenticated copies of Orders, Regulations and other papers to the Officer succeeding him;

unless of a secret nature in which case the originals are to be delivered.

XLV.

When it is found necessary to remove Petty Officers or Seamen

E 2

When Petty Seamen

Officers or Seamen are removed from one Ship to another, to comply with the Act of Parliament. Seamen from one Ship to another, who are not borne as Supernumeraries, he is to direct the Captain to whom he gives an Order for that purpose, to comply with the Act of Parliament in discharging them, as expressed in 31st Geo. 2nd chap. 10, and 32 Geo. 3rd chap. 33.

XLVI.

Senior Captain to conduct the various duties in the absence of the Commander in Chief. In the absence of the Commander in Chief, the senior Officer is to superintend and conduct the various services of repairing, refitting and Victualling Ships and also the several services of the Dock Yard (where there is no resident Commissioner) and he is to take the foregoing Instructions for his guidance, for the due execution of which he will be considered to be answerable.

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. II.---CHAP. I.

Of Rank and Command.

ARTICLE I.

THE Commissioned Officers of His Majesty's Navy are divided into the following Ranks and Denominations, viz. *Ranks and Denominations of commissioned Officers.*

Flag Officers.---Captains, who command Post Ships.---
Commanders, who command Sloops.---Lieutenants.---Sub-
Lieutenants.

The Flag Officers are divided into three Ranks, viz: Admirals, Vice-Admirals, Rear-Admirals.---Each Rank is divided into three Squadrons, distinguished by Flags of different colours; they are to rank and to command in the following Order, viz:

Admiral and Commander in Chief of the Fleet.

Admirals of the Red.

Admirals of the White.

Admirals

Admirals of the Blue.

Vice-Admirals of the Red,
 of the White,
 of the Blue.

Rear-Admirals of the Red,
 of the White,
 of the Blue.

*Admirals
 where to carry
 their Flags.*

The Admiral of the Fleet is to carry an Union Flag at the Main Top Gallant Mast-head ; the other Admirals are to carry the Flag by which the Squadron they belong to is distinguished, Admirals carrying it at the Main, Vice-Admirals at the Fore, and Rear Admirals at the Mizzen Top-gallant Mast-head.

II.

*Flag Officers
 to Command
 according to
 the priority of
 their Com-
 missions.*

Flag Officers of the same Rank are to command according to the priority of their Commissions, or, if they have Commissions of the same date, according to the Order in which they stand on the list of the Officers of the Navy.

III.

*Commodore
 temporary
 Rank of;
 distinguishing
 Pendants.*

There shall be a temporary rank of Commodore which shall be distinguished by a Broad Pendant, Red, White, or Blue. It shall commence when the Pendant is hoisted, and shall cease when the Pendant is struck. If a Captain is appointed to command the Ship which carries such Pendant, the Commodore shall rank and be paid as the junior Rear-Admiral.

Admiral. If the Commodore commands the Ship himself, the Pendant shall have a large white Ball near the Staff, and he shall not rank as Rear-Admiral. If two or more Commodores shall serve together, they shall take precedence and command according to the dates of their Commissions as Captains. A Commodore shall rank next to the Captain of the Fleet who, if not a Flag Officer, is to take rank after the junior Rear-Admiral.

IV.

Captains and Commanders are to take precedence, and to command in their respective ranks, according to the dates of their Commissions, or, having Commissions of the same date, according to the order in which they stand on the list of the Navy.

Captains to command according to the dates of their Commissions.

V.

Lieutenants shall take precedence, and shall command according to the dates of their Commissions, or, having Commissions of the same date, according to the order in which they stand on the list of the Navy, as well in the Ships to which they belong, as on any service on which the Lieutenants of several Ships shall be employed; except the Lieutenants of Flag Ships, who are in all situations to take precedence, and to command, in such Order as the Flag Officer shall direct. The same Regulations apply to Sub-lieutenants.

Lieutenants to command according to the dates of their Commissions.

Lieutenants of Flag Ships excepted.

VI. No.

VI.

No Officer to have the rank of Captain until he is appointed by a Commission to command a Ship of 20 guns or upwards. Commander or Lieutenant to be considered as Captain when appointed to act in such Ship, but to be subject to the orders of all Captains.

No Officer is to have the rank of Captain until he is appointed by a Commission from the Admiralty, or from a Commander in Chief, in consequence of directions from the Admiralty, to command a Ship of War of Twenty Guns or upwards. But a Commander, or where there is no Commander, a Lieutenant, appointed by a Commander in Chief to act as Captain of such Ship of war, shall, during his continuance in such Command, be considered to all intents and purposes as a Captain, with the exception of being allowed to sit as a member at a Court Martial, and he shall be subject to the orders of all Captains though the date of his Order to act be prior to the dates of their Commissions.

VII.

A Captain to be considered as a Commander when commanding a Ship under the class of a Post Ship. this however not to affect his rank.

If a Captain shall, under any circumstances, accept of the command of a Ship under the class of a Post Ship, he shall, during such command, be considered as a Commander, superior to all other Commanders, but subject to the orders of all Captains commanding Post Ships; but this shall not affect his rank if he shall at any future period command a Post Ship.

VIII.

Order in

The Order in which Officers shall take precedence and command

command in the Ship to which they belong, is as follows : *which Officers are to take precedence and command on board Ship.*
 ---Captain or Commander.---Lieutenant.---Sub-lieutenants
 ---Master.---Second Master.---Gunner.---Boatswain.---Car-
 penter.---Master's Mate.---Midshipmen.

IX.

If a Flag Officer, Commander in Chief of a Squadron, *Flag Officer Commanding a Squadron* shall meet with a superior or senior Flag Officer, he is to wait on him with the orders under which he is acting, except *meeting a Superior Officer, how he is to act.* such as he is directed to keep secret, and to report to him the condition of his Squadron ; and he is, notwithstanding his appointment of Commander in Chief, to be subject to the orders of such superior or senior Officer, who may, if the public Service require it, take him and his Squadron under his Command ; but a Flag Officer meeting a junior *Flag Officer meeting a junior Flag Officer* Flag Officer is not, without the most absolute necessity, to require him to shew any secret orders, nor to interfere in his *not to interfere with the orders he is under without absolute necessity.* Command, nor divert him from executing the orders he has received, nor take him under his Command ; but if, in consequence of the public Service requiring it, he should find it necessary to do so, he is to resign the Command to him again, and allow him to execute the Service on which he was employed, as soon as the necessity for keeping him under his orders shall cease.

X.

If any Captain shall meet with a Flag Officer or a senior *A Captain meeting with a Flag Officer or senior Cap-* Captain, he is to wait on him with the Orders under which *he*

tain, how he is to act. he is acting and report to him the state and condition of his
Flag Officer or senior Captain Ship ; but such Flag Officer or senior Captain is not to
not to interfere with the orders he is under, unless the public service shall absolutely require it. divert him from the Service on which he is employed, nor take him under his Command, nor in any way interfere with the orders he has received, unless the public Service shall absolutely demand it, in which case he is to act as circumstances shall require ; but he is to allow him to execute the orders under which he was acting when they met, if it be still proper to execute them, as soon as it shall be possible for him to do so.

XI.

Officer finding it necessary to divert any Squadron or Ship from the Service on which it was ordered, to state his reasons to the Admiralty. If it shall be found absolutely necessary to divert any Squadron or Ship from the Service on which it was ordered, the Officer, by whose Orders such diversion takes place, is to use the best means in his power to prevent any inconvenience resulting from the delay of the Service on which such Squadron or Ship was employed, and he is to take the very first possible opportunity of informing the Secretary of the Admiralty of what he may have done ; and if the Ships so diverted belong to the Squadron of another Admiral, he is also to acquaint such Admiral, and of his reasons for doing it.

XII.

Flag Officer to fire one Gun at the setting of the Watch in the evening. When a Flag Officer shall be in any Port or Road in His Majesty's Dominions, he is, at the setting of the watch at night, to fire one Gun previous to which the Tatoo is to be beaten

beaten on board his Ship, and all other Ships in company. *The senior Flag Officer only to fire the evening gun.*
 If more than one Flag Officer, or Commodore with a Broad Pendant, be present, the senior only is to fire a Gun, and the others, in succession, are to fire a volley of Musketry, beginning with the second in Command. In all Ships not carrying a Flag, or Broad Pendant, the Sentinels are to fire their muskets.

XIII.

At the relieving of the watch in the morning the senior Flag Officer is to fire a gun, and the other Flag Officers or Commodore in succession a volley of Musketry, and the Centinels, in all other Ships, their Muskets, after which the *Reveille* is to be beaten in every Ship present. *Flag Officer to fire a gun at the relieving of the watch in the morning. and the REVEILLEZ to be beaten in every Ship.*

XIV.

If there should not be a Flag Officer or Commodore at any of His Majesty's Ports where Guard Ships are stationed, the senior Captain is to fire the Watch Gun, but Ships at anchor in any other Port, without a Flag Officer or Commodore, are not to fire the Watch Gun, but are to set and relieve the Watch by beating a drum, and the Centinels firing their Muskets. *Senior Captain to fire the Watch Gun at any of the Ports where Guard Ships are stationed, if there be no Flag Officer.*

XV.

From the 25th of March to the 21st of September, the Watch is to be set at nine o'clock, and from the 21st of September *At what time the Watch to be set and relieved.*

September to the 25th of March at eight o'clock, in the evening ; it is always to be relieved at day break in the morning.

XVI.

*Senior Officer
to fire the
Watch Guns
in Foreign
Ports.*

The senior Officer of any number of His Majesty's Ships, which may anchor in any Foreign Port or Road, is to fire the Watch Guns, except in those places in which the regulations of the Port do not admit of guns being fired.

CHAP. II.

Of Salutes.

ARTICLE I.

THE Admiral and Commander in Chief of the Fleet is *Salute to the Admiral and Commander in Chief.*
to be saluted with Seventeen Guns; he is to return
Fifteen to all Flag Officers, and Thirteen to Captains.

II.

Admirals are to be saluted with Fifteen Guns, and Vice *Salute to Admirals.*
and Rear-Admirals with Thirteen.

III.

Every Flag Officer is to return the salute of another Flag *Flag Officers to return the Salutes of other Flag Officers.*
Officer of the same Rank, with the same number of Guns
as he is saluted with.

IV. An

IV.

*Salutes of an
Admiral to a
Vice-Admiral,
&c.*

An Admiral is to return two Guns less to a Vice or Rear-Admiral, and four Guns less to a Captain. A Vice-Admiral is to return two Guns less to a Rear-Admiral, and four less to a Captain. A Rear-Admiral is to return two Guns less to a Captain. Commodores are to salute, and to be saluted, as Rear-Admirals.

*Commodores
to Salute and
be saluted as
Rear-Admirals*

V.

*Ships to Salute
the Command-
ing Flag Of-
ficer only of a
Squadron.*

Ships meeting a Squadron, in which there are more than one Flag Officer, are to salute the Commander only of such Squadron, who is not to return the salute until all the Ships saluting have ceased firing; he is then to make one general return by firing the number of Guns with which an Officer of his rank is saluted.

*Flag Officer to
make one ge-
neral return.*

VI.

*Two Squa-
drons meeting
the Command-
ing Officers
only to Salute.*

When two Squadrons meet, only the Officers who command them are to salute.

VII.

*Flag Officer
Commanding
in chief to be
saluted on
hoisting his
flag by*

A Flag Officer, appointed to command in Chief, shall be saluted on hoisting his Flag by all the Ships under his Command, unless a Flag Officer senior to him be present; in which

which case they are to salute him as soon as he shall be separated from such senior Officer. *all the Ships under his command.*

VIII.

Flag Officers are not to be saluted by other Flag Officers, nor by Captains, who shall not have been separated from them Six Calendar Months. *Flag Officers not to be saluted by other Flag Officers or Captains unless they have been separated six months.*

IX.

The Captain of one of His Majesty's Ship's, is not to salute the Captain of another of His Majesty's Ships, in any part of the world. *Captains not to Salute each other.*

X.

Flag Ships are to return the Salutes of Foreign Ships of War, in the same manner as they return the salutes of His Majesty's Ships. If a Captain be saluted by a Foreign Ship of War, he is to return it with an equal number of Guns. *Salutes of Foreign Ships how to be returned.*

XI.

Merchant Ships, whether belonging to His Majesty's subjects, or to those of any other Nation, are to receive, in return to their Salutes, six Guns less from the Admiral and Commander in Chief of the Fleet, four less from all other *Merchant Ships how their Salutes are to be returned.*
Flag

Flag Officers, and two less from Captains; but when several Merchant Ships salute at the same time, the Officer saluted may return such a number as he shall think proper.

XII.

Salute to His Majesty or any of the Royal family.

When His Majesty or any of the Royal Family shall go on board any of His Majesty's Ships, the Standard is to be hoisted at the Main-top-gallant Mast-head of that Ship, and they are to be saluted with 'Twenty-one Guns on their going on board, and on their leaving the Ship, and as much oftener as, from circumstances, the Commanding Officer shall think proper.

XIII.

Salute to a Nobleman or any other person in a high public situation, embarking on board any of his Majesty's Ships.

When a Nobleman, or any other person in a high public station, shall embark on board any of His Majesty's Ships, he may be saluted on his going on board, and on his quitting the Ship, with the following number of Guns, viz.

A Duke or Ambassador with 15

All other Noblemen and Envoys 13

XIV.

Salute to a Nobleman vi-

If any Nobleman shall visit any of His Majesty's Ships, he

he may be saluted, on his leaving the Ship, with the following number of Guns, viz. sitting any of His Majesty's Ships.

A Duke, with.....15

All other Noblemen.....13

But if he visit several Ships of any Squadron, or in the same Port, he shall be saluted by only one of them.

XV.

If the Ship of a Flag Officer anchor in any Foreign Port or Road, he is to inform himself what Salutes have been usually given or received by Flag Officers of his rank, of other Nations or by those of His Majesty, and he is to insist on receiving the same marks of respect. A Flag Officer anchoring in a Foreign port how he is to proceed.

XVI.

If a Ship, not carrying a Flag, anchor in any Foreign Port or Road, the Captain may salute the Fort with such a number of Guns as may have been customary, on his receiving an assurance from the Governor, that the Fort will return an equal number, but without such assurance he is never to salute. A Captain not to Salute a Foreign Fort unless assured of receiving an equal number.

XVII.

If any Foreign Nobleman, Flag Officer, or General Officer, shall go on board any of His Majesty's Ships, he may Foreign Noblemen, Flag Officers, &c.

G

be

how to be saluted. be saluted on his leaving the Ship with such a number of Guns as, from his rank and quality, may be proper. And the Captain of a Foreign Ship of War may be saluted, on his visiting one of His Majesty's Ships, if such a compliment shall have been paid to the Captain of any of His Majesty's Ships on visiting the Ships of his Nation.

XVIII.

His Majesty's Consul or a British Factory may be saluted. His Majesty's Consul or a British Factory may be saluted with Eleven Guns on their leaving any of His Majesty's Ships which they shall visit; but this may be done only once on the arrival of a Ship in any Foreign Port, and once before her departure from it.

XIX.

Approbation of the Commanding Officer to be had for firing the above mentioned Salutes None of the before-mentioned Salutes are to be fired without the approbation of the Commanding Officer present.

XX

Anniversary days to be solemnized. The Anniversary days of the Birth, Accession, and Coronation of the King; of the Birth of the Queen, of the Restoration of King Charles the second, and of the Gun Powder Treason, shall be solemnized by such of His Majesty's Ships as are in Port, with such a number of Guns as the Commanding Officer present shall direct, not exceeding Twenty-one in each Ship.

XXI. All

XXI.

All Salutes are to be fired from the Guns of the Upper Deck.

All Salutes to be fired from the Upper Deck Guns.

XXII.

His Majesty's Ships are not, on any account, to salute any of His Majesty's Forts or Castles in the United Kingdom.

Ships not to salute any of the Forts or Castles in the United Kingdom.

XXIII.

If a Ship, which Anchors in any Foreign Port or Road, shall find there a Flag Officer of the Nation to which the Port belongs, the Captain may salute such Flag Officer with as many Guns as he would salute a British Flag Officer of the same Rank, on his being assured that his Salute shall be returned, in the same manner as it would be returned to a Ship of that Nation.

A Ship anchoring in a Foreign Port may salute a Flag Officer of the Nation to which the port belongs on being assured of a proper return being made.

XXIV.

Within His Majesty's Seas His Ships are not on any account to strike their Topsails, nor take in their Flags; nor in any way to salute any Foreign Ship whatever; nor are they, in any other Seas, to strike their Topsails, nor take in their Flags, to any Foreign Ships, unless such Foreign Ships shall have first struck, or shall at the same time strike, their Flags and Topsails to His Majesty's Ships.

His Majesty's Ships not to strike their Topsails nor take in their flags nor salute any Foreign Ships unless such Foreign Ships shall first, or at same time, strike their topsails, &c.

XXV.

English merchant Ships passing any of His Majesty's Ships shall strike their topsails. In failure of which how the Officer Commanding his Majesty's Ship shall proceed.

If any of His Majesty's Subjects shall so far forget their duty as to attempt to pass any of His Majesty's Ships without striking their Topsails, the names of the Ship and the Master, the Port to which they belong, the Place from which they came, and that to which they are bound, together with affidavits of the Fact, are to be sent to the Secretary of the Admiralty, in order to their being proceeded against in the Admiralty Court.

XXVI.

Flag Officer dying, his flag to be lowered half-mast.

If any Flag Officer shall die when on actual service, his Flag shall be lowered half-mast, and shall continue so until he is buried; and at his Funeral the Commanding Officer present shall direct such a number of minute Guns, not exceeding Twenty-five as he may think proper, to be fired by every Ship, to begin when the Corpse is put into the sea, or when it is put off from the Ship to be carried on Shore.

Minute Guns to be fired at his funeral.

XXVII.

Captain dying his pendant to be lowered.

If the Captain of one of His Majesty's Ships shall die, his Pendant shall be lowered as directed in the case of the Flag, and at his Funeral the Commanding Officer present shall order such a number of Minute Guns, not exceeding Twenty, as he shall think proper, to be fired from the Ship he commanded, beginning as in the preceding Article.

minute guns to be fired at his funeral.

If

If the Ship be alone, the Officer succeeding to the Command is to order this to be done.

XXVIII.

If the Lieutenant of one of His Majesty's Ships shall die, *Lieutenant dying, three* the Commanding Officer present shall order three vollies of *vollies of mus-* Musketry to be fired at his Funeral, from the Ship to which *ketry shall be* he belonged. *fired at his funeral.*

CHAP. III.

Military honors and Ceremonies.

ARTICLE I.

*Flag Officer
going on board
to be received
with a guard
under arms.*

WHEN a Flag Officer goes on board any of His Majesty's Ships, he shall be received with a Guard under Arms, in the manner hereafter directed.

II.

*Flag Officer
commanding
in Chief, with
a guard com-
manded by a
Captain.*

A Flag Officer, having a Commission of Commander in Chief, shall be received on board the Ships of his Squadron with a Guard commanded by a Captain, if there be one on board; he shall be saluted by all the Officers, and the Drums shall beat a March.

III.

An Admiral

An Admiral shall be received with a Captain's Guard; he

he shall be saluted by all the Officers, and the Drums shall *to be received with a Captain's guard.* beat a March.

IV.

A Vice Admiral shall be received with a Captain's Guard; *A Vice Admiral to be received with a Captain's guard.* he shall be saluted by all the Officers, and the Drums shall beat three Ruffles.

V.

A Rear Admiral shall be received with a Lieutenant's *A Rear-Admiral to be received with a Lieutenant's guard.* Guard; he shall be saluted by the Officer; the Drums shall beat two Ruffles.

VI.

A Commodore, having a Captain under him, shall be *A Commodore having a Captain under him to be received with a Lieutenant's guard.* received with a Lieutenant's Guard; he shall not be saluted by the Officer; the Drum shall beat one Ruffle.

VII.

A Commodore, with a broad Pendant, but not having *A Commodore not having a Captain under him, how to be received.* a Captain under him, shall be received with a Lieutenant's Guard; he shall not be saluted by the Officer, and the Drum shall not beat.

VIII.

The Captain of the Fleet is to be received as a Com- *Captain of the Fleet how to be received.* modore with a Captain under him.

IX. When

XI.

*Flag Officer
passing a Ship
in his boat.*

When a Flag Officer passes by a Ship, with his Flag at the head of the boat, the Ship is to be manned with the watch, and the Drum to be beat as in the preceding articles.

X.

*His Majesty's
order in Coun-
cil respecting
Rank and pre-
cedence of Of-
ficers in His
Sea and Land
forces.*

His Majesty having been pleased, by His Order in Council, to establish the following regulations respecting the Rank and Precedence of Officers of His Sea and Land Forces, all Officers of the Navy are to attend to and observe them.

*Admiral and
Commander in
Chief to have
rank with a
Field Marshal.*

The Admiral and Commander in Chief of the Fleet is to have the Rank of a Field Marshal in the Army.

*Admirals with
Flags at the
Main with
Generals of
Horse and foot.*

Admirals with their Flags at the Main-topmast-head have Rank with Generals of Horse and Foot.

*Vice Admirals
with Lieute-
nant-generals.
Rear Admi-
rals with Ma-
jor Generals.*

Vice Admirals have Rank as Lieutenant Generals.

*Commodores
with Briga-
dier generals.*

Commodores with Broad Pendants have Rank as Brigadier Generals.

Captains

Captains commanding Post Ships, after Three Years from the date of their first Commission for a Post Ship, have Rank as Colonels.

Captains after three Years standing, with Colonels.

All other Captains, Commanding Post Ships, have Rank as Lieutenant Colonels.

Other Captains with Lieutenant Colonels.

Captains of His Majesty's Ships or Vessels not taking post, have Rank as Majors.

Commanders with Majors.

Lieutenants of His Majesty's Navy have Rank as Captains.

Lieutenants with Captains.

The Rank and precedence of Sea Officers, in the classes abovementioned, to take place according to the seniority of their respective Commissions as Sea Officers.

Rank of Sea Officers to take place according to the seniority of their Commissions.

Post Captains, commanding Ships or Vessels that do not give post, rank only as Majors during their commanding such Vessels.

Post Captains commanding Vessels that do not give post, rank only as Majors.

Nothing in this regulation shall give any pretence to any Land Officer to command any of His Majesty's Squadrons or Ships; nor to any Sea Officer to command at land; nor shall either have a right to demand the military honors due to their respective Ranks, unless such Officers are upon actual service.

Nothing in these regulations to give any pretence to Land Officers commanding Ships or to Sea Officers to command on land. neither to demand Military honors unless on actual service.

XI.

*In Forts and
Garrisons
Admirals with
flags at the
main are to
have the same
respect with
Generals of
horse and foot.* His Majesty hath also directed that, in all his Forts and Garrisons, Admirals with the Flags at the Main-top-mast-head have the same respect from the Troops with Generals of Horse and Foot, that is upon all occasions to have a March beat to them, and to be saluted by all the Officers, the Colours excepted.

*Vice Admi-
rals as Lieu-
tenant Gene-
rals of horse
and foot.* That Vice Admirals have the same respect as Lieutenant Generals of Horse or Foot; that is, upon all occasions to be saluted by all the Officers in the Garrison, and to have three Ruffles given them.

*Rear Admi-
rals as Major
Generals.* That Rear Admirals have the same respect as Major Generals; which is, to have two Ruffles and not be saluted by any Officer.

*Commodores
as Brigadier
Generals.* That Commodores with Broad Pendants have the same respect as Brigadier Generals; that is, to have one Ruffle.

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. III.---CHAP. I.

For Flag Officers not Commanding in Chief.

ARTICLE I.

EVERY Flag Officer serving in a Fleet, but not commanding it, is to superintend with great attention all the Ships of the Squadron or Divisions put under his directions; he is to see that their Crews are properly disciplined; that all Orders and Regulations are punctually attended to and obeyed; that the Stores, Provisions, and Water are kept as complete, and the Ships in every respect as fit for Service, as circumstances will admit; that the Ship's Companies, Seamen, and Marines are frequently exercised in their respective duties; that the Ships are perfectly clean, and that every proper precaution is taken for preserving the health of their Crews.

General duties of Flag Officers serving in a fleet but not commanding it.

II.

All reports of a Flag Officer commanding a Squadron to be made to the Commander in Chief. Every Flag Officer being responsible to the Commander in Chief for the good Order and discipline of the Squadron or Division he commands, all reports of the state of the Ships, and their defects; all applications for repairs or refitting; all demands for Stores or Provisions; and all representations of the State of their Crews, or misconduct of their Officers or Men, are to be made to him. The Commander of a Division is to report to the Commander of the Squadron to which he belongs, and the Commander of a Squadron to the Commander in Chief, except in cases in which the Commander in Chief shall authorize either of them to give such Orders as circumstances may require.

III.

Injunctions of Flag Officers to the Captains under their directions. Every Flag Officer is to enjoin the Captains under his directions to observe the most rigid œconomy in the expenditure of Stores; he is to examine carefully every application for Supplies, and the causes which have made them necessary, and he is to report to the Commander in Chief every instance of profusion or neglect, that the Officer guilty of it may be treated as his conduct shall deserve.

IV.

Flag Officers when at sea Every Flag Officer, when at Sea, is to be particularly attentive

attentive in observing that the Ship which carries his Flag, *to be attentive to the Order of Sailing and other evolutions performed by the Squadron or Division under their Command;* and all the Squadron or Division under his Orders, preserve *And to the manner in which they are performed.* very correctly their station in whatever line or order of Sailing the Fleet may be formed. And when any Evolution is performing, he is to be very attentive to the manner in which the Ships under his directions perform it, always correcting immediately by Signal, or otherwise, as he shall think fit, every apparent want of activity and exertion, and every appearance of neglect or mistake.

V.

The Commander of one Squadron or Division may correct, by Signal or otherwise, the mistake or negligence of a Ship in another Squadron or Division, whenever it is probable that, from their relative situations, that Ship cannot be distinctly seen by the Flag Officer commanding the Squadron or Division to which it belongs; or whenever, being in the presence of an Enemy, the Flag Officer commanding that Squadron or Division, whatever may be his situation, does not himself immediately correct such negligence or mistake. *In what cases the Commander of one Squadron or Division may correct the mistake or negligence of a Ship belonging to another Squadron or Division.*

VI.

Every Flag Officer, when in Battle, is very attentively to observe the conduct of every Ship near him, whether of the Squadron or Division he commands, or not, and he is, at the end of the Battle, to report it to the Commander in Chief, that every Officer may be commended or censured *Flag Officers, in battle, to observe attentively the conduct of every Ship near them, whether of their Squadron or not, And report it to the Commander in Chief.*

Flag Officers observing any Ship avoiding Battle or not doing her duty in it, are to send an Officer to suspend the captain of that Ship. as his conduct shall really deserve. And if any Flag Officer shall observe any Ship evidently avoiding the Battle, or not doing her duty properly in it, he is immediately to send an Officer to suspend the Captain of that Ship, and to take the command of her in his stead; but if it be not one of those under his directions, he is, at the same time, if circumstances will admit of it, to give notice to the Flag Officer to whose Squadron the Ship belongs, that he may, if he think fit, send one of his Officers to command her.

If the Ship belongs to another Squadron the Flag Officer to whom it belongs to be acquainted.

VII.

The Flag of a Flag Officer killed in battle to be kept flying until the battle is finished. If any Flag Officer shall be killed in Battle, his Flag is to be kept flying, and signals are to be repeated, and necessary signals made on board the Ship, in the same manner as if he were still alive, until the Battle shall be finished, and the Commander in Chief shall order the Flag to be struck: but information of the death of a Flag Officer, or of his being rendered incapable of attending to his duty, is to be sent as expeditiously as possible to the Commander in Chief, and to the nearest Flag Officer.

Commander in chief and the nearest Flag Officer to be made acquainted.

CHAP. II.

Captain of the Fleet.

ARTICLE I.

EVERY Commander in Chief, who shall have under his Command Ten of His Majesty's Ships of the Line, shall be entitled to have a Captain of the Fleet to assist him in regulating the details of the Fleet, in making the necessary distribution of Men, Stores, and Provisions, and in such other duties as he shall think fit to direct.

II.

The Captain of the Fleet may be either a Flag Officer, or one of the senior Captains of the Navy; if he be a Flag Officer, he is on all occasions to rank with the Flag Officers of the Fleet, as the date of his Commission shall entitle him; but if he be a Captain, he is to rank next after the junior Rear Admiral, and is to have the pay, and compensation for the servants, of a Rear Admiral.

III. The

III.

Captains of the Fleet and retinue to be borne as Supernumeraries on board the Ship carrying the Flag of the Commander in Chief.

The Captain of the Fleet is to be borne, with two servants which will be allowed him provided they be on board, as Supernumeraries on the Ship's books which carries the Flag of the Commander in Chief.

IV.

Captain of the Fleet to retain the situation although the number of Ships be reduced to less than Ten;

After a Captain of the Fleet shall have been appointed, although, by the loss of any of the Ships, or by other accidents, or by detachments being made by the Commander in Chief, the Fleet shall be reduced to a number of Ships of the line less than ten, the Captain of the Fleet shall retain his situation with all the authority and emoluments attached to it, until the pleasure of the Lords Commissioners

except so reduced by the orders of the Admiralty.

of the Admiralty shall be known; but if the Fleet be reduced to a number less than Ten by the Orders of the Admiralty, the functions of the Captain of the Fleet, and all the emoluments annexed to his station, shall immediately cease.

V.

All Orders and Instructions to be issued by the Captain of the Fleet as the Orders, &c. of the Commander in Chief.

All Orders or Instructions issued by the Captain of the Fleet are to be given as the Orders, &c. of the Commander in Chief, and they are to be obeyed by all persons to whom they are addressed, as well by those who are senior to, or of higher rank than, the Captain of the Fleet, as by others.

But

But he is never to issue an order for any general regulation, nor to make any change in the arrangement of the Fleet, without directions from the Commander in Chief; nor to alter, without his permission, the temporary position of the Fleet, by Signal or otherwise, unless some evident necessity require it.

VI.

Returns of the state and condition of the Ships, applications for their being repaired or refitted, or for supply of Stores or Provisions, which the Commanders of Squadrons and Divisions may not be authorized to order; and in general all reports relating to the equipment of Ships, the state of their discipline and their fitness or unfitness for Service, are to be transmitted to the Captain of the Fleet, to be by him laid before the Commander in Chief.

VII.

If the Commander in Chief shall die, or shall give up his Command, the Captain of the Fleet is to preserve his situation under the Officer who succeeds to the Chief command, if there be a Flag Officer senior to him in the Fleet; but if he be the Officer next in rank to the Commander in Chief, he is, on such death or resignation, to hoist his Flag and take the command of the Fleet, and he may appoint such Officer as he shall think proper to act as Captain of the Fleet until the pleasure of the Lords Commissioners of the

And never without his directions.

Returns of the state and condition of Ships applications for Stores, reports, &c. to be transmitted to the Captain of the Fleet.

Captain of the Fleet to preserve his situation, if the Commander in Chief shall die or resign. And to succeed to the command, if next in rank to the Commander in Chief, and to appoint another Captain of the Fleet.

the Admiralty shall be known, observing that such Officer must be one of the Flag Officers, or one of the senior Captains in the Fleet, who shall be willing to accept of the appointment.

VIII.

*Commander in
Chief not to
remove the
Captain of the
Fleet without
orders from
the Admiralty*

A Commander in Chief shall not order the Captain of the Fleet to hoist his Flag, nor remove him from his situation for any other purpose, without orders from the Lords Commissioners of the Admiralty. But if the Captain of the Fleet shall die, or shall, on account of his health, be under the necessity of leaving the Fleet, the Commander in Chief

*Captain of the
Fleet dying or
being under
the necessity of
leaving the
Fleet, Com-
mander in
Chief to ap-
point another.*

is to appoint one of the Flag Officers under his command, or one of the senior Captains willing to accept of such appointment, to act as Captain of the Fleet until the pleasure of the Lords Commissioners of the Admiralty shall be known, and such Officer, so appointed, shall enjoy all the rank, authority and emoluments of Captain of the Fleet as long as he shall continue to act.

IX.

*Captain of the
Fleet to keep
a journal
which is to be
sent at the
end of every
three Months
to the Admi-
ral.*

The Captain of the Fleet is to keep a journal of the proceedings of the Fleet, according to the form given for the Commander in Chief, which is to be sent at the end of every three Months to the Secretary of the Admiralty.

CHAP. III.

For a Commodore.

ARTICLE I.

A COMMODORE is to carry a Broad Pendant; and if he be appointed to command in Chief, or the Ship which carries his Broad Pendant be commanded by another Captain, he shall have the rank, with the pay and all the allowances, of a Rear Admiral commanding in Chief. If he be not appointed to command in Chief he shall have the rank and pay, but he shall not have compensation for the servants, of a Rear Admiral. If he commands the Ship which carries his Broad Pendant, he shall have such additional pay as the Admiralty may direct.

A Commodore to carry a broad Pendant.

In what cases he is to have the rank, pay, and allowances of a Rear-Admiral.

II.

If a Commodore, with or without a Captain, meet with a Flag Officer or a senior Captain he shall keep his Broad Pendant flying; but the senior Captain shall also carry a Broad

A Commodore meeting a Flag Officer or a Senior Captain, shall keep his broad

Pendant fly- ing, but be subject to the orders of such senior Captain as long as they continue together. Broad Pendant, and he shall be subject to the orders of such senior Captain as long as they shall continue together; but such senior officer is not to take him under his command, nor to interfere with the government or disposition of his Squadron; nor to give him any orders unless the public service shall absolutely require him to do so; and such Captain is, immediately on separating from him, to strike his Broad Pendant without receiving any additional pay for the time it was hoisted, unless some particular service shall have required his taking the Commodore under his command, from the nature of which, and the manner in which it was executed, the Admiralty may think fit to order some additional pay or allowance to be made. But if a Commodore shall meet with a Squadron, in which there are more than one Captain senior to him, he is to strike his Broad Pendant, and to carry a common Pendant as long as he shall continue with that Squadron; but he is to hoist the Broad Pendant again, as soon as he separates from it; and he shall receive all his emoluments as a Commodore, in the same manner as he would have done if his Broad Pendant had not been struck.

Senior Cap- tain not to take him under his com- mand, &c. un- less the Public service require him to do so.

Senior Cap- tain on sepa- rating to strike his broad Pendant without re- ceiving any additional pay for the time it was hoisted.

Commodore to strike his broad Pendant when meeting with a Squa- dron in which there are more than one cap- tain senior to him;

but again to hoist it on se- parating from the Squadron.

CHAP. IV.

Flag Officers Commanding at His Majesty's Ports.

ARTICLE I.

THE Commander in Chief at one of His Majesty's Ports will be considered as responsible for the speedy and perfect equipment of all the Ships, and for the punctual execution of all Orders, and the performance of all duties at the Port where he commands; he is therefore to consider all Ships, during their continuance in Port, as being under his command, except those which, not being in harbour, shall be under the Orders of a senior Flag Officer who is present. But though the Ships be under his command, for the purpose of his superintending and forwarding their equipment, he is not, on any account, to send any of them to Sea (except such as shall be placed by the Admiralty under his Orders) unless some very urgent necessity, not admitting of his receiving directions from the Admiralty, shall require it.

Commander in chief of any of His Majesty's Ports responsible for the speedy equipment of Ships.

what Ships he is to consider under his command.

He is not to send any Ships to sea, unless in cases of urgent necessity.

II. When.

II.

Ships to be under the orders of the Port Admiral while in harbour, notwithstanding they may belong to the Squadron of a senior Flag Officer then present. All returns, demands, and applications to be made to the Port Admiral

When the state of a Ship shall be such as to require her going into harbour to be repaired, she shall, during her stay there, be under the Orders of the Port Admiral, although she belong to the Squadron of a Flag Officer then present, and senior to him; and if the Ship which carries the Flag of such senior Officer be required to go into harbour, he is to shift his Flag to some other Ship as long as she remains there; and all returns, demands, and applications, from every Ship while in harbour, are to be made to the Port Admiral. But the Commander of any Squadron may direct the Captains of Ships under his command, if he shall think it necessary, to report to him also the state of the Ships and the progress made in repairing or refitting them.

III.

To whom returns are to be made from Ships not in harbour.

The Captains of all Ships not in harbour, under the command of a Flag Officer present, are to make all returns and representations to him, whether he be senior to the Port Admiral or not; but the Captains of all Ships, not put under the command of such Flag Officer, are to make all returns, &c. to the Port Admiral.

IV.

The Captains of all Ships, not under the command of a Flag

Flag Officer present are to make their returns &c. to the Port Admiral, although they belong to a Fleet commanded by a Flag Officer senior to him; but the senior Captain of the Ships of any Squadron may, if so directed by his Commander in Chief, collect the returns of the Ships of that Squadron, and transmit them to his Commander in Chief, that he may be informed of the state they are in, and of the probable time of their being fit for Service.

Captains of Ships under the command of a Flag Officer not present to make returns, &c. to the Port Admiral. Senior Captains may collect the returns.

V.

No Flag Officer, though he be senior to the Port Admiral, is in any way to interfere with his duties; nor ever to give Orders for the Ships of his Squadron being preferred before others, either in being repaired, or supplied with Stores or Provisions; nor to interfere in any manner, in the distribution of disposeable Men or Supernumeraries, except those borne in the Ships under his command; nor is he to order any Ship to go into harbour, without having first applied to the Port Admiral to know when it may be convenient to receive her.

No Flag Officer to interfere with the duties of the Port Admiral.

VI.

All Orders from the Admiralty to Ships in Port will be sent to the Port Admiral, who is to acknowledge the receipt of them, and deliver them to the Officers to whom they are addressed and, as far as may depend upon him, he is to see them punctually executed. And if any Flag Officer, not being

Port Admiral to acknowledge the receipt of all Orders from the Admiralty and to deliver them to the Officers to

whom they are addressed. being present, shall send Orders to any Ship under his command when in Port, he is to enclose them to the Port Admiral, to be by him delivered to the Officer to whom they are addressed.

Flag Officers to send Orders to Ships under their command when in Port through the Port Admiral.

VII.

Port Admiral to inform the Admiralty when Ships put into port unnecessarily. To see that the Officers attend to their duty. To report to the Admiralty when a Ship will be ready for sea in three days. He is to inform the Admiralty if any Ship puts into Port unnecessarily, or if any Captain makes a report of defects which do not exist, or exaggerates those which do. When a Ship is fitting out, or refitting, he is to see that the Captain and all the Officers attend constantly to their duty, and that there is no delay nor neglect in her equipment; and he is to report to the Admiralty whenever it is probable that any Ship, which is fitting, will be ready for Sea in three days.

VIII.

He is not to suffer a ship to remain in Port after receiving sailing orders. He is not to suffer any Ship to remain in Port longer than shall be absolutely necessary, after her having received orders to sail; but is to send her away the moment she shall be in a condition to put to Sea.

IX.

He is to muster the crews of Ships in Port. To see that every person is actually on board. He is frequently, if other duties will admit of it, to go on board the Ships in Port to muster their Crews; he is to see that every person, not at the Hospital or sick quarters, is actually on board; he is to examine the ratings of the men

and to see that every Man is placed in such a situation as his abilities may deserve, but in no better. He is to enquire into the condition of the Ship, whether cleanliness, ventilation, and other modes of preserving the health of the Ship's company, be properly attended to; he is also to inform himself of the state of the discipline of the Ship's company, whether a proper degree of subordination be preserved through all ranks; and whether the men be frequently exercised in their several duties: and what proficiency they have attained to. And if in any of these duties he shall discover negligence, or any improper conduct, he is either to correct it immediately, or to report it to the Admiralty, as from the circumstances of the case he shall think fit.

To examine the ratings of the men.

To enquire into the condition of the Ship.

To inform himself of the discipline of the Ship's company.

To correct any negligence or improper conduct or report it to the Admiralty.

X.

He is to direct every Captain to be particularly careful that the returns he makes of the state and condition of the Ship he commands are at all times correct; that the number of Men, stated to be in each class, is the number actually borne, and that every supernumerary of every description is mentioned in the return.

To direct Captains to be careful in making correct returns.

XI.

He is not, except in cases of great urgency, to give any Officer leave to be absent from the Ship he belongs to, for more than twenty-four hours, without being directed to do so by the Admiralty.

He is not to give leave of absence for more than twenty-four hours.

K

XII. Whenever

XII.

He is to furnish the Commissioner at the Dock-yard, on a requisition in writing, with men from the Ships in port, provided the necessary duties of the Ships will admit of it.

A Lieutenant and petty Officers to be sent with them.

Whenever the Commissioner at the Dock-yard shall represent to him, in writing, that an additional number of men are wanted to perform some service, or to execute some work in the yard, or on board the Ships in Ordinary, he is, if the necessary duties of the Ships will admit of it, to direct the Captains of the guard Ships, or of any other Ships in port, to send the number of men required, who are to be employed as the Commissioner shall direct; one Lieutenant at least, and a proper number of Masters Mates or Midshipmen are to be sent with them from each Ship. While they continue to be so employed, they shall receive as extra pay,

The rates at which they shall be paid.

	s.	d.
A Lieutenant.....	2	6
A Master's Mate or Midshipman.....	1	0
A Boatswain's Mate	0	9
And a Seaman.....	0	6

per day; which allowances will be paid by the Clerk of the Checque, upon lists properly certified and approved by the Port Admiral.

XIII.

To lend men from other Ships to assist any Ship that may be required to be got ready expeditiously; Officers to be sent with such men.

When any Ship, whether newly Commissioned, or refitting after having been repaired, shall be required to be got ready for sea more expeditiously than can be done by the men on board her, the Port Admiral is to order men to be lent from any Ships which can spare them to assist in fitting her for sea, with whom such Officers shall be sent as their number

number may require, for which extra service they shall be paid,

	s.	d.	
A Lieutenant	2	6	<i>To be paid as above.</i>
A Master's Mate or Midshipman	1	0	
A Boatswain's Mate	0	9	
And a Seaman	0	6	

per day; which allowances will be paid by the Clerk of the Checque, upon lists properly certified and approved by the Port Admiral.

XIV.

He is to employ the artificers of all the Ships in port which can spare them, in repairing the defects of such Ships as shall not require to be taken into harbour, who shall be paid while so employed, at the rates mentioned in table (N°. 4) in Appendix.

To employ the artificers of all Ships in Port on the defects of such Ships as do not require their going into harbour.

XV.

He is, during war, to keep a sufficient number of the Frigates and small Vessels under his command cruizing in proper situations to prevent any Ships of War, Privateers, or other Vessels of the enemy, from approaching the port without being discovered; he is to direct the Officers commanding them to examine very carefully all Vessels going into, or approaching near to, the port, and to detain, for his examination, all those whose conduct shall be suspicious, or whose Masters shall not give a satisfactory account of themselves.

To keep the Frigates and small Vessels cruising to prevent the enemy's Vessels from approaching the ports: To direct the Officers commanding them to examine all Vessels approaching or entering the port.

XVI.

To direct Captains of Ships to keep them in a state for battle, and to be prepared for any attack of the enemy either by night or by day.

He is, during War, to direct the Captains to keep the Ships they command in as perfect state for battle as the circumstances of their equipment or repairs will admit; to keep always a good look out, and to be always prepared to defend themselves against any attack an enemy may make on them, either by night or by day.

XVII.

To inspect the state and condition of all hired armed Vessels; and to communicate to Navy Board any neglect or deficiency in these and other Vessels.

He is to look carefully into the state and condition for service, in respect of their complements of men, provision of Stores, &c. &c. of all hired armed Vessels and to see that they are not detained in port longer than is absolutely necessary. He is to communicate to the Navy Board every deficiency or neglect in these and other Vessels, in order that a suitable mulct may be imposed upon the owners.

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. IV.---CHAP. I.

Of Colours.

ARTICLE I.

ALL Flag Officers and Captains are strictly forbidden to carry any other flag or pendant than that which belongs to their rank, except when His Majesty or any of the Royal Family are on board, or unless they shall be directed to do so by the Admiralty, or by their superior Officer.

Flag Officers and Captains to carry no other flag or pendant than such as belongs to their rank.

II.

Where two Flag Officers, carrying the same Flag at the same mast-head, shall serve together, the Commander in Chief may order either of them to carry such other Flag as

When two Flag Officers carry the same flag, Commander in Chief to order

*either of them
to carry such
other flags as
he may think
fit.*

he shall think fit, to prevent the confusion which might otherwise be occasioned.

III.

*How the ranks
of Flag Offi-
cers are to be
distinguished
when carrying
their flags at
the head of
their Boats.*

When Flag Officers shall think fit to carry their flags at the head of their Boats, their ranks are to be distinguished as follows, viz.

The Admiral of the Fleet, and the Admirals of the Red, White and Blue, are to carry their proper flags; the Vice Admirals of the Red and Blue are to carry one white ball, and Vice Admirals of the White one Blue ball, in their respective flags. Rear Admirals of the Red and Blue to carry two white balls, and Rear Admirals of the White two blue balls in their respective flags.---The balls are to be large enough to be easily distinguished, and are to be in the upper part of the flag, and near the staff.

IV.

*Post-office
packets hav-
ing Comman-
ders on board
appointed by
commission
permitted to
carry a red
ensign a
jack, and a
pendant;
merchant
Ships not to
carry pen-
dants.*

Packets employed by the post-office, and having Commanders appointed by Commission from the Admiralty, are permitted to carry a red ensign, a jack, and a pendant; but His Majesty strictly forbids all Masters of Merchant Ships, and all Ships and Vessels employed in the Service of any Public Office, or in raising seamen, or in transporting troops, except those on board of which a commissioned Officer of the Navy shall be embarked, to carry any pendants,

or

or what may be taken for them; and if they shall offend herein, and presume to wear Flags or Pendants, or any other Colours than those hereafter specified, it is His Majesty's pleasure that the Captains, or any other Officers of His Majesty's Ships of War who shall see them, do seize the said Colours, flags or Pendants, and report the names of the Master, and of the Ship or Vessel, the place to which she belongs, and the Merchants who are owners of her, to the Secretary of the Admiralty, together with Affidavits of two Witnesses to the Fact; in order that the person so offending may be proceeded against in the High Court of Admiralty.

Officers of His Majesty's Ships of War to seize such colours.

V.

Merchant Ships are to carry a Red Ensign with the Union Jack in a canton, at the upper corner next the staff, and a White Jack with a Red Cross, commonly called St. George's Cross, passing quite through it.

Merchant Ships to carry a red Ensign &c.

VI.

Ships having private Commissions, or Letters of Marque or Letters of Reprisal, are to carry the same Ensigns as Merchant Ships, and an Union Jack with a broad red border at the end and foot thereof.

Ships having Letters of Marque, &c. to carry same Ensigns as Merchant Ships.

VII.

Ships and Vessels employed in the service of any Public Office

Ships employed in the service of a Pub-

*the Office
what colours
to carry.*

Office, are to carry the same ensign and Jack, as Ships having Letters of Marque; except that, in the fly of the ensign, there shall be described the Seal of the Office to which they belong.

VIII.

Officers commanding His Majesty's Ships not to suffer Foreign Ships to ride in his ports with false colours.

The Commanders of His Majesty's Ships are not to suffer any Foreign Ships to ride in his ports or roads, with false colours; but if they persist in doing so, after being admonished, they are to put the Ships under arrest, and to send an account thereof to the Secretary of the Admiralty.

VI.

Ships having private Commissions, or Letters of Marque, or Letters of Reprieve, are to carry the same Ensigns as Merchant Ships, and an Union Jack with a broad red border at the end and foot thereof.

VII.

Ships and Vessels employed in the service of any Public Ship or Office.

CHAP. II.

Appointment of Officers.

ARTICLE I.

THE Commander in Chief or Flag Officer, or Captain commanding a Squadron of His Majesty's Ships, is not to appoint by Commission or Warrant, any Officer to any Ship under his command, without being authorized so to do by the Lord High Admiral, or the Lords Commissioners of the Admiralty; but if vacancies should occur in any Ships, he is to appoint Officers to act in them, until the pleasure of the Admiralty shall be known.

Commander in Chief, Flag Officer, &c.

not to appoint any Officer to

a Ship by

Commission or Warrant;

but to appoint Officers to act in vacancies.

II.

When a Commander in Chief is authorized to appoint Officers to vacancies which may occur in the Ships under his Command, he is never to exercise that power while in the Channel Soundings, or in the North Sea, or the Baltic, or on any of the coasts of the United Kingdom;

But not to exercise that power in certain situations

L

but

but he is to inform the Secretary of the Admiralty of all vacancies that may happen, that the Lords Commissioners of the Admiralty may send Officers to fill them, or give such directions respecting them as they may think fit; but he may appoint proper Officers to act in those vacancies, until the pleasure of the Admiralty shall be known.

III.

To conform to the following Regulations in making Appointments.

A Commander in Chief, having authority to appoint Officers, and not being in any of the situations specified in the preceding article, is to conform, in all appointments he may make, to the following Regulations, and to such others as he may from time to time receive from the Lords Commissioners of the Admiralty.

IV.

In what cases he may appoint Officers by Commission or Warrant.

If an Officer of any Rank, except a Flag Officer, shall die, or shall be dismissed from the service, or from the Ship to which he belongs, by the Sentence of a Court Martial; the Commander in Chief may appoint another to succeed him, by Commission or Warrant as the station of the Officer shall require; but if a vacancy be made by any other cause, he is to appoint some proper person to act in it, until the pleasure of the Admiralty shall be known.

V.

He is not to appoint on any

An Officer on half pay is not on any account to be appointed

pointed to a Ship, nor to receive any commission or employment whatever, from a Commander in Chief, or any other Officer, without express directions for that purpose from the Admiralty.

VI.

No person shall be appointed to command a Ship of War of Twenty Guns or upwards, nor shall have the Rank of Captain, until he shall have been one complete year a Commander.

No Person to Command a Ship of 20 Guns nor have the rank of Captain till he has been one year a Commander.

VII.

No person shall be appointed to command a Sloop of War, nor shall have the rank of a Commander, until he shall have been two complete years a Lieutenant.

Nor command a Sloop of war, nor have the rank of a Commander until he has been two years a Lieutenant.

VIII.

If a Lieutenant shall of necessity be appointed to command a Ship of Twenty Guns, or upwards, in consequence of there not being any Commander on the station, whatever may be the rate of the Ship to which he shall be appointed, notwithstanding his having the Rank of Captain as long as he shall command such Ship, if appointed by a Commander in Chief, he shall have the permanent Rank of Commander only, in consequence of such appointment.

Lieutenant having the command of a Ship of 20 guns or upwards to have the permanent rank of Commander only.

IX.

No person to be appointed to the rank of Lieutenant until he has attained the age of 19 years, and served six years.

and produce such Certificates of age, &c. as directed by the Admiralty.

Any person producing false Certificates to be rendered incapable of receiving any Commission if discovered after promotion will be dismissed.

No Person shall be appointed to the rank of Lieutenant, or Sub-lieutenant unless he shall have attained the full age of nineteen years, and shall have been borne on the Books, and actually served on board, of one or more of His Majesty's Ships six complete years, two years of which he must have been rated as Master's Mate or Midshipman ; or, having gone through the established Education at the Royal Naval College at Portsmouth, he shall have served four complete years on board one or more of His Majesty's Ships; two years of which he must have been rated as Master's Mate or Midshipman : nor unless he produce such Certificates of his age, the time of his service, and the regularity of his conduct, and shall undergo such examination, as may from time to time be directed from the Admiralty. And if any person shall produce false Certificates of his age, his good conduct, or the time of his service, he shall thereby be rendered incapable of ever receiving any Commission in His Majesty's Navy ; and if the falsehood of such Certificate shall not be discovered until after he shall have obtained promotion, he shall, whenever it is discovered, be dismissed from the Navy, whatever Rank he may at that time have attained.

X.

No person to be appointed Master who

No person shall be appointed to serve as Master of one of His Majesty's Ships who shall not have served as second Master,

Master, if any person having so served, and being properly qualified, shall be in the Squadron. shall not have served as second Master.

XI.

No person shall be appointed second Master of any of His Majesty's Ships, until he shall have passed such examination as may from time to time be directed. No person to be appointed second Master until he shall have passed an examination.

XII.

No person shall be appointed to any station in which he is to have the charge of Stores, unless he can read and write, and is sufficiently skilled in Arithmetic to keep an account of them correctly. Persons appointed to the charge of Stores to be able to read and write.

XIII.

No person shall be appointed Gunner of any of His Majesty's Ships, who shall not have served on board one or more of His Majesty's Ships one year as a Petty Officer, and shall produce Certificates of his good conduct, and undergo such examination as may from time to time be directed. Gunners to serve one year as Petty Officers, to produce certificates and undergo an examination.

XIV.

No person shall be appointed Boatswain of any of His Majesty's Ships, who shall not have served on board one or more of His Majesty's Ships one year as a Petty Officer, and shall produce Certificates of his good conduct. Boatswains to serve one year as petty Officers.

XV. No

XV.

*Carpenters re-
quired to have
served an Ap-
prenticeship to
a Shipwright.*

No person shall be appointed Carpenter of one of His Majesty's Ships, unless he shall have served an Apprenticeship to a Shipwright, and has been six Calendar Months a Carpenter's Mate of one or more of His Majesty's Ships, and shall produce Certificates of his good conduct.

XVI.

*Pursers must
have served as
Captain's
Clerks for one
year.*

*or have been
employed in
the Office of
the Secretary
to a Flag Of-
ficer.*

No person shall be appointed Purser of any of His Majesty's Ships, unless he shall have been rated as, and actually discharged the duty of, Captain's Clerk, in one or more of His Majesty's Ships, for one complete year; or have been actually employed in the Office of the Secretary to a Flag Officer, for eighteen Calendar Months, and shall produce Certificates of his good conduct, and shall give such security for an honest and faithful discharge of his duty, as may, from time to time, be directed to be required.

XVII.

*Officer of the
same rank to
be appointed
to act in the
absence of
another.*

Whenever there shall be a necessity for appointing an Officer to act in any station, during the absence of another, an Officer of the same rank as, or of the rank immediately below that of, the absent Officer is to be appointed, if there be one on the station.

XVIII.

*Captain or
Commander*

A Captain or Commander of any of His Majesty's Ships
or

or Vessels is not to be removed without his consent, from the command of the Ship to which he has been appointed; nor to be obliged by any Flag Officer to change with the Captain of any other Ship, except the Captain of a Ship in which a Flag Officer is embarked, who may be removed to another Ship of the same or of a higher rate, and the Commander in Chief may appoint, if he think fit, such other Captain as the Flag Officer shall desire to succeed him. Except also the senior Captain commanding a Frigate, whom the Commander in Chief may remove to the command of any Ship of the Line which shall become vacant;

not to be removed without his consent.

Exceptions.

XIX.

None of the standing Warrant Officers of a Ship are to be removed by any Flag Officer without their consent.

Warrant Officers not to be removed without their consent.

XX.

If an Officer, whose situation requires that he should undergo an examination before he can be promoted, shall have left England without having passed such examination, the Commander in Chief may give orders for his being examined by Officers properly qualified to examine him. A Candidate for a Lieutenant or Sub-Lieutenant's Commission, is to be examined by three of the senior Captains of the Squadron. A Candidate for the appointment of Master, or Second Master, by one of the senior Captains and three of the best qualified Masters. A Candidate for

In what manner Officers abroad may be examined for promotion.

a Gunner's

*Duties of the
examining
Officers.*

a Gunner's Warrant, by one Master and three Gunners, in the presence of a Captain; and a Candidate for the appointment of Surgeon, or Assistant Surgeon, by the Physician of the Fleet, the Physician and senior Surgeon of the Hospital, where there is one, and three Surgeons of the Squadron. He is strictly to enjoin the examining Officers to examine very particularly every Candidate as to his abilities and qualifications, for the station to which he aspires, and to require every Certificate, Log-book, &c. which he is directed to produce, and to satisfy themselves of their authenticity; and to give such a Certificate as, without partiality or affection, they shall find him really to deserve, which Certificate is to be transmitted to the Secretary of the Admiralty, or to the Navy Board, or Sick and Hurt Board, as the appointment of such Officer is invested, to be examined as the Lords Commissioners, or as the respective Boards, shall direct, before any appointment will be confirmed.

XXI.

*Commander
in Chief of
one Squadron
may appoint
Officers to act
in vacancies
in a Ship be-
longing to
another Squa-
dron.*

If a Ship, not having all her Officers on board, shall arrive on the station of a Commander in Chief to whose Squadron she does not belong; the Commander in Chief may, if the service require it, appoint proper Officers to act in such vacancies as he shall find on board her, but he is not to appoint, either by Commission or Warrant, any Officers to those vacancies, whether the ship be on her way to another station, or to England. And if the ship belong to any other Squadron,

Squadron, the Commander of that Squadron, may, if he think proper, supersede any of or all the appointments made by the Commander of the other Squadron.

XXII.

The Commander in Chief is, as frequently as opportunities shall offer, to send to the Secretary of the Admiralty a return of all the Officers he shall have appointed to any Ships under his Command; either by Commission or War-rant, agreeably to forms (No. 5 and 6) in the Appendix; and also of those whom he shall have appointed to act in any Ships, agreeably to forms (No. 7 and 8) in the Appendix; all the columns of which are to be carefully filled up.

Commander in Chief to send to the Admiralty a return of Officers appointed by him.

XXIII.

If the Captain of any Ship, not being in any Port of the United Kingdom, nor in company with any other Ship, shall die, the senior Lieutenant shall take the command, and shall appoint a Master's Mate or Midshipman, to act as Lieutenant, in which appointment he is to select one who has passed his examination; or if there be not one such on board, he is to prefer one who has served the time necessary to the passing an examination, before those who have not. He is himself to be considered to all intents and purposes as the Captain, and the person whom he appoints to act, is to be considered as a Lieutenant of the Ship, until they shall be superseded. But if the Ship, the Captain of which

Senior Lieutenant to take the command in case of the death of the Captain, to appoint a person to act as Lieutenant.

If more than one Ship pre-

M

dies,

sent the senior Captain to make the necessary appointments ; dies, shall be in company with other Ships, the senior Captain present is to make the necessary appointments. None of the preceding appointments are to be superseded by any Captain, but they may be superseded by a Flag Officer. The Officer who shall make these appointments, *information of such appointments to be sent to the Admiralty.* and the Officer appointed to Command the Ship, are to take the earliest opportunity of informing the Admiralty of them, as well as the Commander in Chief of the station where they have taken place.

XXIV.

Senior Captain present to appoint Commission or Warrant Officers in cases of death. If a Commission or Warrant Officer of any Ship shall die, and the service should require that another should be immediately appointed, the senior Captain present is to appoint a proper person to act until the pleasure of the Admiralty or of his Commander in Chief shall be known ; but no other than the Commander in Chief shall appoint to any vacancy occasioned by any other cause than death ; unless, from some extraordinary circumstances, the number of Officers in a Ship be so reduced, as to make it absolutely necessary to appoint others.

XXV.

The Master to take the command, if the Captain, all the Lieutenants and acting Lieutenants If the Captain and all the Lieutenants, and all those who may be doing duty as Lieutenants, shall be killed in Battle ; or taken prisoners, or die, and there be no other Ship present, the Master is to succeed to the command, and is to appoint

appoint a sufficient number of Masters Mates and Midshipmen to act as Lieutenants, if any properly qualified remain on board, but if none such remain, he is to give the command of a watch to any other persons whom he may find qualified for such a trust. If the Master also be killed or taken prisoner, or die, the command shall devolve on the second Master; after him on the Gunner; after him on the Boatswain; and after him on the Carpenter. Any Captain or Commander may supersede all these appointments, and make such others as he shall think proper.

nants should be killed, &c. appointments to be made in consequence thereof.

Second Master to succeed in the death of Master.

XXVI.

If a Lieutenant, or Master, succeed to the command of a Ship, of whatever rate it may be, he shall receive the pay and allowances of a Commander only; unless, on account of his zeal and good conduct, the Admiralty shall direct that he be paid according to the rate of the Ship he may command. But if a second Master, Gunner, Boatswain, or Carpenter, succeed to the command, he shall not be entitled to the pay and allowance of a Commander; but shall have such allowances as, on consideration of his conduct, the Admiralty shall think he deserves.

A Lieutenant or Master succeeding to the command shall receive the pay and allowances of a Commander only.

Second Master, Gunner, Boatswain or Carpenter succeeding to the command to be paid as the Admiralty shall think his conduct deserves.

Regulations and Instructions
RELATING TO
HIS MAJESTY'S SERVICE AT SEA.

SECT. V.---CHAP. I.

CAPTAIN.

*Of Fitting or Re-fitting the
Ship.*

ARTICLE I.

*Captain or
Commander
appointed to a
Ship to visit
her through-
out.*

WHEN a Captain or Commander is appointed to command one of His Majesty's Ships, he is to visit her throughout, in company with the Officers, and if the Ship be newly commissioned, with the Master Shipwright of the Dock Yard, or his Assistant, who will inform him of the condition of the Ship, and communicate to him the orders of the Navy Board for any alterations they may have thought it necessary to make in her.

II. He

II.

He is to apply to the Navy Board, or to the Master Attendant of the Dock Yard, for such an account of the qualities of the Ship as may have been given by the Captains who have commanded her; but if the Ship be new, he is to obtain from the Surveyors of the Navy their opinion respecting her trim, and the manner of stowing her hold. He is to order the Master to stow the iron ballast in the manner directed by the Master Attendant.

*To apply to
Navy Board
or Master At-
tendant for
the qualities
of the Ship.
If new to ob-
tain the Sur-
veyors opinion.*

III.

All applications relating to the Ship, which require the authority of the Commissioner, are to be made to him in writing by the Captain, when he does not make them in person.

*To apply to
the Commis-
sioner in writ-
ing.*

IV.

He is to be very diligent in getting the Ship ready for Sea, or for such other service as he may be directed to fit her; he is to inspect into, and to forward, as far as he may be able, all works doing on board; he is, once at least every week, to report to the Admiral or to the Commanding Officer present or, if there be no Commanding Officer, to the Secretary of the Admiralty, an account of the progress made in fitting the Ship, according to the Form (N°. 9) in the Appendix. He is to report also to the Commanding Officer any neglect, delay or other impediment to the fitting of

*To be diligent
in getting his
Ship ready for
Sea and to re-
port her pro-
gress;*

*and also any
neglect, delay,
or other impe-
diment.*

of the Ship, which he shall observe; but if there be no Admiral nor Commanding Officer present, he is to represent it to the Commissioner at the Dock Yard, the Commissioners of the Navy, or the Secretary of the Admiralty, as circumstances may require.

V.

*Not to sleep
out of the Ship
without per-
mission.*

He is not to sleep out of the Ship from the day of his taking the command to that of his giving it up, without permission from the Admiralty or the Commanding Officer present.

VI.

*Not to allow
any Officer or
other person to
be absent more
than Twenty-
four hours.*

He is not to allow any Officer or other person to be absent from the Ship for more than Twenty-four hours at one time, without permission from the Commander in Chief; nor for so long a time, unless he shall be confident that the Ship will not be ordered to Sail before it will be expired.

VII.

*To order a
strict Survey
of Stores, &c.
on the Ship's
going into
Port.*

*To call for
Lists of such
as are da-
maged.*

Upon the Ship's going into Port to refit he is to order a minute and strict survey of all the Stores, &c. and call upon the Warrant Officers to prepare Lists of such as are damaged or require to be replaced, so that only one Survey may take place during the Ship's stay in Port. And he is to be particularly cautious that no Article is put into the

List

List for Survey but what he is convinced is damaged and bad and ought to be replaced. He is to inform himself of, and as much as possible conform himself to, the regulations of the Dock Yard, with respect to the receiving or returning of Stores; the hours of working, the places for the landing of Boats, Stores, &c. and, when the Service will admit of it, he is to inform the Officers of the Yard a day or two before he purposes receiving or returning any Stores, or when the orders he is under are likely to require the attendance of Clerks out of the usual hours. He is to cause only one return to be made during his stay in Port, excepting a few days before he Sails; when he is to cause an account to be made out of the Articles which have been broken or worn during the time the Ship has been refitting that he may receive others in lieu.

To inform himself, and conform to, the Regulations of the Dock-Yard.

To make only one return during his stay in Port.

VIII.

It being the particular duty of the Master attendant to prevent the Moorings in harbour from suffering any damage, the Captain is to order the Yards and Topmasts to be struck, and to take every other precaution which may be thought necessary, whenever the Master Attendant shall desire it.

To take such precautions as the Master Attendant may desire.

IX.

If it should be necessary, in the fitting of any Ship, that she should be taken along side of, or that her Crew should be removed into, a Receiving Ship, or Hulk; the Captain is to

To give directions that no damages be done to any receiving Ship.

to

*or Hulk it may
be necessary to
make use of.*

to give particular directions that no damage be done to such Hulk, nor to any of the Store-rooms or Cabins; she is to be kept, during the continuance of the Crew on board, as clean as circumstances will admit, and pumped out when necessary. The Captain is to see, on their quitting her, that she is delivered perfectly clean and, as far as may depend upon him, in good order, either to the proper Officer of the Dock Yard, or to the Captain of such Ship as may be directed to take possession of her after him.

*To deliver her
up to the pro-
per Officer in
good order
and clean.*

CHAP. II.

CAPTAIN.

Of the Stores and Provisions.

ARTICLE I.

THE signing Officers of all Muster Books, Pay Books, Tickets, &c. are to be the Captain, the senior Lieutenant on board, the Master, and the Purser; but when that which is to be signed relates to the receipt, expenditure, or disposal of the Stores in charge of any other Officer, that Officer is to sign instead of the Purser.

II.

He is to demand from the Clerk of the Survey at the Dock Yard a Survey Book, containing an Inventory of all the Stores delivered into the charge of the Boatswain and Carpenter; and one from the Office of Ordnance, containing an Inventory of all Stores delivered to the Gunner; which Books he is to leave with his Successor, or to send them with his other accounts to the Offices to which they

To demand a Survey Book of Stores delivered to the Boatswain and Carpenter: and of Stores delivered to the Gunner

N

respectively

respectively relate, if he continues to command the Ship until she is paid of.

III.

To be present at the receiving of Ordnance, and Ordnance Stores.

He is to be present himself at the receiving on board of the Ordnance, and Ordnance Stores, and to see the Cannon and their Carriages, the Muskets, Swords, and other Weapons carefully examined, and to inform the Store-

To inform the Storekeeper of Ordnance of such as shall appear defective.

keeper of the Ordnance of such as shall appear to be defective, or not fit for service, that they may be exchanged; but if he shall find any manifest indication of neglect, he is to report it to the Master-general and Principal Officers

Senior Lieutenants to attend to this Duty in the absence of the Captain.

of the Ordnance. If the Captain be absent from the Ship, the senior Lieutenant is to be particularly attentive to this duty. The Captain is to direct his Clerk to be present at the receiving on board of all Stores and Provisions, and to

Captain's Clerk to take an account in writing of all Stores and Provisions.

take an account of them in writing, which he is to compare with the Indents or Vouchers of the Officers to whose charge the Stores are committed, that he may know whether the whole be received in kind, or any part allowed in credit,

Stores to be received in kind and not on credit.

the latter of which, except in cases of real necessity, he is never to permit. If he shall discover any fraud, or ma-

Fraud, or neglect to be represented to the proper department; or to the Admiralty.

terial neglect in the supplying of any Stores or Provisions, he is to represent it to the Board in whose department it happens, and, if necessary, to the Secretary of the Admiralty.

IV. A Captain

IV.

A Captain is never to stop any Vessel, Lighter, or Boat going with Provisions, Water, or Stores to another Ship, nor to take such Provisions, &c. for the Ship he commands, unless some extraordinary circumstance shall make it absolutely necessary; of which he is immediately to inform the Commander in Chief or the Commanding Officer present, and the Officer from which such Provisions, &c. were sent; and if circumstances will admit of it, the Captain of the Ship to which they were going.

A Captain is not to stop any Vessel, Lighter, or Boat with Provisions or Stores for another Ship except in extraordinary cases.

V.

Whenever the other duties of the Ship will admit of it, the Captain is to allow the Boats to be employed in carrying on board the Necessaries, and other Stores belonging to the Purser, whom he is never to expose to the necessity of hiring Boats for that purpose, when it may, without inconvenience to the Service, be prevented.

To allow the Boats to be employed in taking on board the Purser's Stores and Necessaries.

VI.

When Boatswain's or Carpenter's Stores are received on board, they shall be examined by the Master or some other proper Officer, that if the Officer who is charged with them shall at any time complain of their quality, the Officer who examined them may be able to determine whether they are the Stores which were supplied.

Master or other proper Officer to examine Boatswain's or Carpenter's Stores.

VII.

Captain serving abroad to send timely demands to Navy Board and Board of Ordnance for Stores. The Captain of any Ship serving abroad, and not under the orders of a superior Officer, is strictly enjoined to send to the Navy Board, and Board of Ordnance, timely demands for such Stores as the Ship he commands may require, if there be not a Storekeeper of those Boards on the

Station where he serves; and the better to enable the Boards to judge of the necessity for such Supplies, a survey of the quantity and quality of the Stores remaining on board is to be taken, a report of which is to be transmitted with every demand. And Captains are strictly charged not to purchase Stores of any description without an absolute necessity for doing so.

VIII.

Not to suffer Stores to be applied to private uses, wasted or converted. Orders for any extraordinary Expenditure, or Conversion, to be given in writing. And such expence or conversion to be noted in the Officer's Accounts. And in his journals. The Captain shall not suffer any of the Ship's Stores to be applied to private uses, wasted or, without evident necessity, converted to other purposes than those for which they are supplied. Whenever he shall think it necessary to order any extraordinary expenditure or conversion of Stores or Provisions, his orders shall be given in writing, expressing the reason for such expenditure or conversion, and directing the respective Officers to note such conversion or expence in their accounts; and to cause the same to be done in his Counterparts of the said Officer's Accounts and also in his Journals.

IX. If

IX.

If any Stores or Provisions shall, through wilfulness or carelessness be lost, destroyed, or embezzled, the circumstances, together with the names of the offenders, shall be particularly mentioned in the Ship's Log Book, and in the accounts of the Officers who had charge of them, and the same shall be noted against the names of the Offenders in the Muster Book, to prevent their receiving their wages till the amount of such Stores or Provisions shall have been deducted therefrom. A particular account also of the manner in which Stores and Provisions are lost or destroyed by unavoidable accident (and if a part only be lost, an account of the quantity saved) shall be inserted in the Ship's Log Book, which shall be attested by the Signature of the Lieutenant of the Watch, or the senior Officer witness to such accident, who shall also attest the part which relates to it in the respective Officer's accounts.

Stores or provisions lost or destroyed by wilfulness or carelessness, to be noted, with the Names of the Offenders, in the Ship's Log Book.

And in the Muster Book against the Offender's Name.

The manner in which they are lost to be noted in the Log.

X.

Whenever any Running Rigging shall be decayed or worn out, in Ships employed on home service, it is not to be converted to any use on board, but is to be returned into Store, except in cases of absolute necessity, when the Captain is to give the Boatswain an order in writing for such conversion, without which the Boatswain will not be allowed the expence of it in his accounts. On Foreign Stations no rigging is to be condemned, nor converted to

Decayed running Rigging to be returned into Store.

Boatswain not to be allowed for converting Rigging unless when the Captain gives an Order in

any writing.

No Rigging any other use, without being regularly and carefully surveyed. *to be condemned on Foreign Stations without a Survey.*

XI.

Captain not to make use of Sails or Canvas for other purposes than those for which they were supplied. He is never to make use of the Ship's sails for coverings of Boats, or for awnings; nor to convert canvas or sails which are allowed by the establishment, into sails which are not allowed, nor to convert them to any other use than that for which they were supplied, unless they shall have been surveyed, and reported to be unfit for their proper use.

XII.

To be frugal in the expenditure of Navy and Ordnance Stores. He is strictly enjoined to be very careful of the Stores, and to observe the utmost frugality in the expenditure of them, as well of those which belong to the Ordnance, as of those which belong to the Navy; and that he may at all times be informed of the quantity of Stores of every de-

To audit the Accounts of Officers entrusted with them once a week. scription remaining on board, he is once a week to audit the accounts of the Officers entrusted with the charge of them, and at the end of every Calendar month he, with the

To sign an account of the receipt and expenditure monthly. Master and the Officer having charge of any Stores, is to sign an account of such as have been received, and such as have been really expended during the month, and never suffer a week to elapse after the expiration of the month, before this be done, taking care that nothing be interlined therein; which account, when signed as before directed, he is to deliver to such Officer, keeping a counterpart of it himself

himself, signed in the same manner. When coals are ordered to be issued by the Purser to the Carpenter, the precise quantity is to be expressed in the Order, or the Captain must certify therein, what quantity was issued in consequence of the said orders, otherwise the Purser will not be allowed credit for the quantity the Carpenter may sign receipts for.

To certify the quantity of Coals issued by the Purser to the Carpenter.

A Lieutenant commanding a Cutter, or other Vessel on such establishment, is to be charged with all the Stores with which the Vessel may be supplied; he and the Master are to sign the accounts of all expenditures, and the Gunner's Mate, and Boatswain's Mate, and Carpenter's Mate, are to sign those of their respective departments.

Lieutenant commanding a Cutter or other Vessel to be charged with all the Stores; who, in such cases is to sign the accounts.

XIII.

When a Ship is in want of Stores, the Officer in whose department they are is to carry to the proper Officer of the Navy or the Ordnance a demand for them in writing, approved by the Captain; and with the demand he is to carry his Expence Book for the time subsequent to the last supply, and an abstract of the Stores remaining on board; and when a Ship is going into Port the Captain is to direct the Warrant Officers to have their demands for Stores, the abstracts of their remains, together with the defects of the Ship, made out, that there may be no unnecessary delay in supplying or refitting her.

Demand for Navy or Ordnance Stores to be made in writing.

Expence Book to be carried with the Demand.

Demands, Abstracts of remains, &c. to be made out on a Ship going into Port.

XIV. When

XIV.

Captain to direct the Master and Purser to examine the Surgeon's Necessaries for the Sick.

When Surgeon's necessaries for the sick are received on board, the Captain is to direct the Master and Purser to examine them, and to certify on the invoice sent with them, whether the quantity and quality of each species agree with it, and if they find any of them to be deficient in quantity, or bad in quality, to report it to him, who is to enquire into the cause and, if circumstances require it, he is to report it to the Commissioners of the Navy.

XV.

He is not to spare the Ship's Stores or Provisions to other Ships without urgent Necessity, or orders.

A Captain shall not spare any of the Ship's Stores or Provisions to any of His Majesty's Ships, nor to any Merchant Ship, nor to the Ship of any Foreign Power, without evident necessity or orders from his superior Officer; and, in either case, he shall give his orders in writing to the respective Officers having charge of such Stores or Provisions, and shall send, by the first safe conveyance, to the proper Officers particular accounts of all the articles spared, and cause proper notations thereof to be inserted in the Ship's Log Book, and in the respective Officers Accounts. He shall require of the Commander of a Foreign Ship of War three Receipts for the Stores or Provisions so spared; and from the Master of any Merchant Ship or Vessel three Receipts and three Bills of Exchange, according to the form (N°. 10) in the Appendix drawn on the owner of the Ship for such sum as the Commissioners of the Navy shall determine

mine to be the value of the articles, according to the situation in which the supply took place, the latitude and longitude of which if at sea, are to be specified on all the Documents that relate to it. The Captain is to transmit two of these Bills and Receipts by the two first safe opportunities to the Navy Board, and the third on his arrival in England. And he will cause to be noted in the respective Officer's Accounts, that such Stores, &c. were paid for by a Bill (quoting the date of it) in order that Payment may not be again claimed upon passing the Officer's Accounts.

XVI.

The Captain is to keep Counterparts of all the Accounts of the Receipt and expenditure of stores and Provisions with which the Ship shall be supplied; and of all those with which she shall supply other Ships; or which, whether decayed or unserviceable, shall be returned into His Majesty's storehouses; and these Accounts are to be sent to the proper Offices with the other Books and Papers necessary to the passing of his Accounts, to remain there as a charge and discharge to the Officers by whom those stores or Provisions were received, supplied or returned.

To keep Counterparts of all Accounts respecting Stores and Provisions.

XVII.

He is to give directions that all bought stores be delivered into the charge of the proper Officers of the ship, who are to sign receipts for them; and he is to see them properly

To direct that all purchased Stores be delivered into the charge of the

proper Officers and charged against them. To be guided in the purchase of Stores by the Instructions to the Commander in Chief. properly charged against such Officers in their accounts. In the purchase of Stores or Provisions for the use of the Ship, he is to be guided by the Instructions on that head to the Commander in Chief, and when there are no other of His Majesty's Ships present, so that a Survey cannot be taken, he is to call on the signing Officers of the Ship he commands to certify the quantity remaining on board, and the necessity of making such purchase.

XVIII.

To direct an Inventory to be taken of the books and papers of any deceased Officer, in presence of at least Two of the signing Officers. to transmit them to the Office to which they relate. Further Instructions in cases of the death of Officers. If an Officer of a Ship die, the Captain is to direct an Inventory to be immediately taken of all his Books and Papers, public as well as private, in the presence of at least two of the signing Officers who are to attest it, and to see the Books and Papers carefully sealed up in separate parcels; and the Captain is to transmit those containing the Public Papers, together with an inventory thereof to the Office to which they relate. If the Officer had the charge of Stores, or Provisions, a survey is to be taken on those remaining at the time of his death, which is to be transmitted to the proper Office with the other public papers; and the Captain is to inform that Office, when, and by what conveyance, those books and papers were sent. The parcels containing the private papers, together with all his effects, and an Inventory thereof, are to be delivered into the charge of such Officer as the Captain may think fit, to be preserved for the benefit of the Executors; unless from the

the known circumstances of the deceased, the distance of the ship from his family, or any other cause, the Captain shall think it more for their benefit, to order his effects, or any part of them, to be sold at the mast; and the Captain is, as soon as possible, to send a duplicate of the inventory to the Commissioners of the Navy, and to inform them in what manner he has disposed of the effects.

XIX.

If an Officer having the charge of Stores or Provisions be promoted, or resign his employment, or be sent to sick-quarters, or be left behind when the ship sails, the Captain is immediately, if in company with a senior Officer, to apply for, and if not, to order, a survey on the remains of the Stores or Provisions under his charge; which survey is to be taken as soon as possible, whether the Ship be at sea or in Port. If any Captain shall neglect to apply for, or to order such survey, he shall be answerable for every deficiency which shall be found in the Stores whenever an account of them shall be taken, and he is after the survey to leave the care of the Stores and Provisions in the charge of the Purser's Steward until he is satisfied that the Purser will not return, unless any circumstance should arise which may render it necessary for him immediately to apply for, or to appoint another Purser to act for the time. If there be an interval of three weeks between the taking of the Survey and the delivering of the Stores into the charge, either of the same Officer's returning to the Ship, or of another appointed to succeed him; or if any considerable expenditure takes place in a shorter period, the stores shall be

To direct a survey on the remains of Stores under the charge of an Officer promoted, left behind, &c. &c.

On neglect thereof, to be answerable for every deficiency.

Cases where a second survey is to be taken.

O 2

surveyed

surveyed again, that a correct account of them may be given to the Officer under whose charge they are to be placed.

XX.

To carry to Sea the allowance of stores and number of Boats.

He is to carry to sea the established number of Boats, and every article of Stores that is allowed, unless there be some reason to the contrary, of which he is to inform the proper Board, that it may determine whether the reasons be such as may justify his leaving a part of the Stores on

To secure the Boats before blowing weather.

To be careful of the Ship's Colours.

shore. He is to be attentive to the securing of the Boats before blowing weather. He is to be very careful of the Ship's Colours, which are never to be hoisted at sea, except on the meeting with other Ships, or for the purpose of being dried ; nor are they to be hoisted in harbour in blow-

To direct that the Signal Flags be properly secured and carefully hoisted.

ing weather. He is to give particular directions that the Signal Flags are properly secured and carefully hoisted, that they may not be either lost or blown away in hoisting.

XXI.

To use his endeavours to recover the anchors and cables that may be lost ; if the Ship put to sea, the senior Officer in the Road to recover them ; but not to hire any Vessel or Boat for the purpose.

If necessary to employ Merchant

If a Ship shall cut, or slip, or part a cable, the Captain is, as soon as circumstances will admit, to use his utmost endeavours to recover the anchor and cable that are lost ; but if the Ship put to sea, the senior Officer left in the Road is to use his best endeavours to recover them ; but neither the senior Officer, nor the Captain of the Ship to which such anchor belongs, is to hire any Vessel or Boat for the purpose of recovering it, if it can be done by any, or by all, of His Majesty's Ships present. If, however, a Captain shall find it absolutely necessary to employ any Merchant Vessels in the recovering of anchors, or in assisting

assisting the Ship when in distress or in situations of danger *Vessels in cases of distress, danger, &c. he is to give Certificates to the Masters of such Vessels.*
 he is to give the Masters of those Vessels certificates in which he is to mention very particularly the nature and size of the Vessels, the number of men on board them, the length of time they were employed, the state of the weather at the time, and other circumstances which may be necessary for the Navy Board to know, in order to determine the proper allowance to be made for the service performed. *To give receipts for any lost stores that may be brought on board.* If any Stores, which had been lost from the Ship he commands, or from any other of His Majesty's Ships, shall be brought on board, and he shall be satisfied that the person who brings them did not obtain them by any improper means, he is to give him a receipt for them; in which are to be *what is to be expressed in such Receipts.* fully and clearly expressed the nature of the Stores, the quantity of each species, the condition of it, (if a Cable, the dimensions, quantity and wear) and the service for which it may be fit, which is to be determined by the Officers best qualified to judge, that the Board, to whose department such stores belong, may be enabled to estimate their value, and pay the customary salvage, to the person who recovered them. In such Certificate it is to be mentioned whether the parties, claiming Salvage, were assisted by part of the Company of any of His Majesty's Ships, and also on what account the latter were not able to recover them. *Notice to be given to Navy Board, to the Commissioner or to the Commander in Chief, of any anchor that* If an anchor, &c. be left in any harbour or roadstead and no opportunity offers of recovering it, the Captain is, as soon as possible, to give notice of it to the Navy Board, or to the nearest resident Commissioner of the Navy, or to the Commander

*may be left in
any harbour
or roadstead.*

mander in Chief, mentioning the bearings and distances of the nearest points of land from the spot where the anchor may lie, that measures may be immediately taken to recover it.

XXII.

*To prevent the
embezzlement
of Stores while
in Port.*

The Captain of every Ship, while in one of His Majesty's Ports, is to use his utmost endeavours to prevent the embezzlement of Stores from the Ship which he commands, from the Ships in Ordinary, and from the Dock Yard. And the Captains of Guard Ships are to be particularly attentive to the conduct of the Officers of the Ships in Ordinary to see that they are vigilant, and that they keep at all times a proper watch on board them; and they are to report to the Commissioner of the Dock Yard such of them as shall be found in any degree neglecting to do so.

*Captains of
Guard Ships
to attend to
the conduct of
Officers of
Ships in Or-
dinary.*

XXIII.

*To use his en-
deavours to
get the Ship
unrigged,
Guns, Stores,
Provisions
&c. returned
into Store,
with expedi-
tion.*

He is to use his utmost endeavours to get the Ship unrigged, and her Rigging, Guns, Stores and Provisions returned expeditiously into Store, attending constantly himself and seeing that all the Officers and men do constantly attend, until the Ship is entirely cleared and the Stores properly returned. He is, if the weather will admit of it, to

*To see that
the sails be
well dried;*

be careful that the sails be well dried before they are sent on shore; he is strictly to forbid, and is to enjoin the Officers

*that the rig-
ging is not cut;*

to prevent, the cutting of any rigging, whether it appear fit or

or not for further use. He is to direct the Stores and Rigging to be disposed of at the places, and in the manner, the Officers at the Dock Yard shall point out. When the Ship shall be nearly cleared, and all the stores properly disposed of, he is to inform the Commissioner, if there be one in the Dock Yard, or if not, the Commissioners of the Navy, at what time she may be paid off. He, with all the Officers of the Ship, is to attend when she is paid; and previously thereto, he is to cause every part to be carefully searched, to discover if any articles be concealed, with a view to embezzlement; and on the ship being paid off, he is to report to the Lords Commissioners of the Admiralty the Characters of the several Warrant Officers serving on board, as to their sobriety, diligence and activity, and to leave a Copy of his Report with the Commissioner.

that both are disposed of, as the Dock Yard Officers shall point out. Ship being nearly cleared to inform the Commissioner at what time she may be paid off; and to attend when paid off.

He is to inform himself from the Clerk of the Cheque of the Complement of Men allowed to the Ship; he is to use his utmost endeavours to get her manned, and is to be very careful to enter such Men only as are fit for the service. He is constantly to keep, if possible, the established number of men complete; but he is strictly enjoined (notwithstanding any general Order to bear supernumeraries) never to proceed to sea with more men than the complement of the ship, without an express order for so doing from the Admiralty, or from some superior Officer; except when he shall sail from a Port in which there is no other ship to receive them.

II. When

CHAP. III.

CHAP. III.

CAPTAIN.

Of the Ship's Books and Accounts; Pay Books, Entry, Musters, and Discharge of Men, Supernumeraries, &c.

ARTICLE I.

Captain to inform himself of the Complement of men allowed to the Ship.

To keep the number complete.

not to proceed to Sea with more than her complement.

HE is to inform himself, from the Clerk of the Cheque of the Complement of Men allowed to the Ship; he is to use his utmost endeavours to get her manned, and is to be very careful to enter such Men only as are fit for the service. He is constantly to keep, if possible, the established number of men complete; but he is strictly enjoined (notwithstanding any general Order to bear supernumeraries) never to proceed to sea with more men than the complement of the ship, without an express order for so doing from the Admiralty, or from some superior Officer; except when he shall sail from a Port in which there is no other ship to receive them.

II. When

II.

When Men offer themselves to enter as Volunteers, the Captain before he receives them is to direct the Surgeon to examine very carefully whether they have any hurts, or diseases which may render them unfit to serve in His Majesty's Navy. He is also to direct him to examine very carefully all Men who are sent on board from a Rendezvous, or a receiving Ship; and if he find any of them unfit for His Majesty's Service, the Captain is to apply to the Commander in Chief, or the senior Officer present, for their being surveyed, specifying in his Application the Surgeon's reasons for reporting each of them to be unfit for service.

To direct the Surgeon to examine Volunteers whether they have any hurts, &c.

And all Men sent from a Rendezvous or Receiving Ship.

If unfit to apply for a Survey.

III.

If any Men sent to the Ship shall be reported by the Surgeon to be fit for the service, but to have been sent from situations which might possibly subject them to the risk of carrying contagious diseases into the Ship, although no such diseases did actually exist in the situation from which they came; the Captain is to give orders for their being well washed, and their cloaths thoroughly cleaned and fumigated, before they are allowed to mix with the Ship's company. But if the Captain shall be informed, before he receives Men on board, that any contagious disease had made its appearance in the place from which they came he is to send them back, without allowing them to go

Men received from Situations which might Subject them to Contagious Diseases, to be well wash'd, Cloaths clean'd &c.

To send them back if Contagious disease had made its appear-

P

into

into the Ship, or to have any communication with the Ship's company.

VI.

*Widows Men
to be borne on
the Ship's
Books, by
Acts of Par-
liament.*

*The number
to be borne.*

It being directed by Act of Parliament that one Man, or two Men (according to circumstances) in every hundred of which the complement of a Ship shall consist, shall be borne on her Books as able seamen, the produce of whose wages and the value of whose provisions are to be applied to the relief of poor widows of Commission and Warrant Officers of the Royal Navy: every Captain, or other Officer commanding any of His Majesty's Ships or Vessels of War, is to enter on the Books of the Ship or Vessel he commands, as part of her complement, one or two (as the Clerk of the Cheque shall inform him that circumstances require) fictitious names in every hundred Men of her complement, which are to be borne as able seamen, under the appellation of Widows' Men, with a number 1, 2, 3, &c. set against them; observing that, when the number to be borne in every hundred is two, if the whole complement, or the part exceeding the hundreds of the complement, amounts to twenty-five, and does not exceed seventy-five, one Widows' Man is to be entered for that number, and if it amounts to seventy-five, two Widows' men are to be entered; but if only one Widows' Man in each hundred of the complement is to be borne, none are to be entered for any broken number above the hundred, unless it amounts to fifty; and in small vessels in this case, where the complement consists of fifty, one
Widows

Widows' Man is to be borne; these Widows' Men are to be borne for Wages, as if they were Men actually serving on board, but not for Victuals; and when Pay Books are made out for the payment of the Ship's Company, the Widows' Men are to be entered on them in the same manner as the Seamen serving on board are entered, but without any deductions whatever being made from their Wages.

To be borne for Wages but not for Victuals.

No deduction to be made from their Wages.

V.

He is to apply to the Commissioner at the Dock Yard for the necessary quantities of Muster Paper, Pay Paper, Pay Tickets, and other established forms. He is to keep an account of the receipt and expenditure of every description of paper, Certificates, Tickets, Forms, &c. with which he shall be supplied; and when he leaves the Ship, he is to have a receipt from his Successor for all that remains; or, if the Ship be paid off, from the Commissioner of the Dock Yard, into whose Office they are to be returned.

Captain to apply to the Commissioner of the Dock Yard for Muster Paper, Pay Paper, &c.

To keep an account of the receipt and expenditure of Paper, &c.

VI.

He is to keep a complete Muster Book in which are to be inserted the names of all persons forming a part of the Complement of the Ship, with every circumstance relating to them, taking especial care to note such as may have allotted the half of their Pay, as specified in the several columns of Form (N^o. 11) in the appendix; being particularly accurate

To keep a complete Muster Book.

To note such as have allotted half of their Pay.

How men of the same name are to be distinguished. in the account of their age, and the place of their nativity. When two Men or more have the same names, they are to be distinguished by 1st, 2nd, 3rd, &c. The number under which a

Number to be continued in all following Muster Books. man is entered on the original Muster Book, is to be continued in all following Muster Books; and if a Man be discharged, and be afterwards entered again, the number of the first entry is to be noted against the number of the second, and the number of the second entry against the

Marines to be entered on a separate List. number of the first. On a separate List are to be entered the names of the Marines forming a part of the Ship's Company, with all the particulars relating to them, and

Other separate Lists to be kept. on other separate lists, the volunteers or boys of the first class; Boys of the second class; Supernumeraries for wages; Supernumeraries for victuals only, specifying whether at whole allowance, or at what other allowance, and by whose order they are borne. If either of the class of Boys is deficient, the Captain or Commander is not on any account to bear any additional number of Men on the Ship's Books. At the end of the Muster Book is to be

List of Men Slain or Run to be inserted at the end of the Muster Book. inserted a list of all those who are slain in battle, and a list of Men who are marked, *Run*, within the time for which it is made out, in which he is to mention the time of their running; whether they ran from the Ship, or from a Boat, or from sick quarters, or whether they had leave to be absent from the Ship, and for how long; he is also to mention whether they be deserving of pardon or relief, and his

Lieutenants to write their Names on a reason for whatever opinion he may give. The Lieutenants of the Ship are to write their names on one of the pages of every

every Muster Book, that their signatures may be compared page of the Muster Book. with any certificates said to be given by them.

VII.

He is to keep a Book of all the Men sent sick out of the Ship, mentioning in the proper columns their number on the Ship's Books, their names, the day they were last victualled on board, when and whither they were sent; when they returned or were discharged, and the number of days they were absent, according to the form (N°. 12) in the Appendix. To keep a book of the Sick sent out of the Ship.

VIII.

He is to furnish the Clerk of the Checque or Muster Master with a perfect Muster Book, signed by himself and the other signing Officers, and he is to afford him every possible assistance in the discharge of his duty. He is to be present himself at all musters of the Ship's Company; To furnish the Clerk of the Checque with a Muster book. he is to deliver to the Muster Clerk a list signed by himself of such Men as may be absent for one day only, distinguishing those on leave of absence from those on duty; and is to see that the same annotations are made against the Mens' names in the Muster Book of the Ship, as are made in that of the Clerk of the Checque. To be present himself at all Musters.

IX.

Whenever there shall be on board any Ship, Men entitled to receive Advance or Bounty, the Captain is to He is to send to the Commissioner of cause the

the dock yard and to the Clerk of the Checque, lists of Men entitled to receive advance or Bounty. cause lists of such Men to be made out agreeably to forms (N°. 13 and 14) and to send the former to the Commissioner of the Dock Yard, and the latter to the Clerk of the Checque; and he is to apply for their being paid early enough to prevent the Ship being delayed when in other respects ready for sea, and in the event of payment being made improperly, the amount thereof will be charged against his wages.

X.

To muster the Ship's Company once a Week at Sea. To note the time of any Man's Death, Discharge, or Desertion. He is himself to muster the Ship's Company at least once a week at sea, and in Ports where there is not a Clerk of the Checque or Muster Master; he is to be very exact in noting the time of any Man's death, discharge, or desertion, and to inform the Navy Board thereof, should he have allotted part of his Pay, conformable to the instructions on this head; and in checking those who are absent with leave, or on the public service, specifying on what service they are employed, with the days of their leaving the Ship and of their returning to it; If any man shall absent himself from his duty without leave, a mark shall be made against his name at every muster; and if he shall be so absent for three successive musters, he shall be marked as a runaway on the Ship's Books, from the day on which he left his duty. If a man so absenting himself shall be discovered and brought on board, the Captain is to give a Certificate of the same to the Person by whom he is apprehended, stating therein that he has charged three Pounds against the man's wages on the Ship's Books, and should this charge not be made thereon, the amount will

To cause a mark to be set against any Man's Name who shall absent himself from his duty without leave. if absent three successive musters, to be marked as a runaway.

Three Pounds to be charged against his Wages.

will be abated from the Captain's Wages. He is strictly enjoined not to employ any of the Ship's Company out of the Ship in private services, nor to bear any men longer than the real time of their serving on board, nor to put down any fictitious names except the Widows' men on the Ship's Books.

XI.

He is to be very attentive in entering in the Book supplied for that purpose, form (N°. 15) a correct and particular description of every person in the Ship, except the Officers; and if any man desert he is to use every possible exertion to apprehend him; and if it happen in any Port of the United Kingdom he is immediately to send to the Secretary of the Admiralty a Copy of his description, an account of the manner of his deserting, and every other information which may facilitate his being apprehended. And if a Captain discovers in the Crew of the Ship he commands, men who have deserted from any other of His Majesty's Ship's, he is immediately to report them to the Commander in Chief, or the Secretary of the Admiralty, and to send them, if circumstances will admit, to the Ships from which they deserted.

Not to employ any of the Ship's Company out of the Ship in private Service, &c.

To enter a correct Description of every Person in the Ship in a Book for that purpose. How to act in cases of Desertion;

or in discovering Deserters from other Ships.

XII.

He is to apply to the Navy Board for a sufficient number of blank printed discharge tickets, which he is to keep in his own custody, using them, and none other, as there shall be occasion. He is to make out tickets for the Commission

To apply to the Navy Board for discharge Tickets, and fill them up as directed by Act of Parliament.

mission and Warrant Officers who shall die or be discharged; and for all Petty Officers, Able Seamen, Ordinary Landmen, Marines or Boys either discharged unserviceable or sent away sick, or removed into any other Ship as directed by the Act of George III.

*To deliver to
Navy Board
an account of
Tickets made
out, and to
return those
that remain.*

He is to deliver to the Navy Board an account of the Tickets he has made out, with the numeral letter of each, the person for whom it was made out, &c. agreeably to the form (N^o. 16) and he is to return to the Navy Board the Tickets that remain, or his Successor's receipt for them.

XIII.

*Reasons for
discharging
Men.*

He is not to discharge any man but for one of the following reasons, viz. Death or Preferment; into some other of His Majesty's Ships; unfitness for service, to be determined by survey; not returning from being sent sick; or the Order of the Admiralty, or of his superior Officer. The cause of the discharge is to be mentioned on the Ticket. He is not to discharge by Pay Lists any other Men than those who are directed by Act of Parliament to be so discharged.

XIV.

*Precautions to
prevent improp-
er uses being
made of Dis-
charge
Tickets or
Certificates.*

To prevent as much as possible any improper use being made of Discharge Tickets, or Certificates, he is on the back of all discharge and Hospital Tickets, and one of the Pay Lists, to insert a description of the person discharged, signed by himself, or one other of the Officers who signs the Tickets

Tickets or Pay List, and he is to direct that attention be paid to the spelling correctly the names of the Men on the Tickets as well as on the Ship's Books, that if any of them should die, their relations may the more easily ascertain it.

He is to deliver the Tickets or Certificates to the parties themselves, and not to persons who apply to him for them by letter, thereby to prevent the practising of frauds.

Captain to deliver tickets or certificates to the parties themselves.

XV.

When a man is to be sent to an hospital, or to sick quarters, the Captain is to be very particular in seeing that a notation is made, on the back of his Sick Ticket, of his original entry, whether he was prest or a volunteer and, if a volunteer, whether or not he had received the Bounty, and to repeat such notification on the back of every Ticket as often as any man shall be sent to an hospital or to sick quarters; and when they are sent for the cure of wounds received in action, he is to insert on their tickets the following notation, viz. "sent to sick quarters for wounds received in action with the Enemy."

When sent to an hospital or sick quarters, to have a notation of their original entry on the back of their sick tickets.

When sent for wounds received in action, what is to be inserted,

XVI.

A Captain is not to discharge nor disrate any Commission or Warrant Officer of the Ship he commands, except the Master at Arms, Sailmaker, Caulker, Ropemaker, Armourer, Armourer's Mate, and Ship's Cook who, though appointed by Warrants, are to be considered as Petty Of-

Captain not to discharge nor disrate any Commission or Warrant Officer. Exceptions.

Q

ficers,

ficers, any of whom he may disrate if their misconduct be such as shall absolutely require it, and may rate them on the Ship's Books in such other situation as he may think them qualified for; and he may appoint other properly qualified persons to act in their stead, until the pleasure of the Admiralty or the Commander in Chief shall be known.

XVII.

To send every two Months to Navy Board, a complete Muster Book signed by himself and other signing Officers; containing such circumstances as are directed in Article 6th Chap. 3rd.

He is regularly at the expiration of every two Months to send to the Navy Board a full and perfect Muster Book, signed by himself and the other signing Officers; which Book is to contain every circumstance relating to the Officers and Men as directed in Article 6th Chapter 3rd, with entries of all charges to be made against them for slops, beds, tobacco, &c. from the time of the Ship being commissioned, or of her being last paid; and the times of mustering, the place where, and the person by whom mustered, and the muster Letters are to be correctly inserted, with an Abstract of the number borne, mustered, and checked at each muster, and an alphabetical list of the Men's names is to be sent with the Muster Book. He is to receive from the Officers who sign the Muster Book a Certificate of their having signed it, and at what time; and he is to obtain a receipt from the person to whom he delivers it to be transmitted to the Navy Board.

XVIII.

To direct the careening of

If there should be an absolute necessity for careening a Ship

Ship in any Port where there is no Naval Yard nor any Naval Officer appointed by the Navy Board, the Captain (if not under the command of any superior Officer from whom he may receive orders) is himself to direct it to be done with all the expedition and œconomy possible. He is not to employ, except in cases of absolute necessity, any other Artificers than those of the Ship he commands, and those of any other of His Majesty's Ships that may be present; and for the encouragement of Shipwrights, Caulkers, and other Artificers in His Majesty's Navy, who shall be employed in repairing either the Ship to which they belong, or any other of His Majesty's Ships, during the time of her careening, or other considerable repair or general re-fit, they shall while so employed, be allowed the undermentioned daily pay, subject to the limitation which follows, viz:

his Ship if necessary where there may be no Naval Yard nor Naval Officer.

Not to employ other Artificers than those of his own Ship or others belonging to His Majesty. To be allowed the undermentioned daily pay.

FOR THE SHIPS TO WHICH THEY BELONG.

	£.	s.	d.
Carpenters of Ships.....	0	2	0 per Day
Carpenter's Mates, Shipwrights, }	0	1	6
Caulkers, and Smiths, }			
Sailmakers	0	1	3

For the Ships to which they belong.

IN OTHER SHIPS.

	£.	s.	d.	
<i>For other Ships.</i> Carpenters of Ships	0	3	0	per Day
Mates, Shipwrights, Caulkers and Smiths,	0	2	0	
Sailmakers	0	1	9	

The whole allowance not to exceed the pay of one Shipwright for a fixed number of days. But the allowance made to Artificers for careening, repairing, &c. of any Ship, shall not in the whole amount to more than the pay of one Shipwright for the number of days allowed to that Ship in the following Table; and if that should not be equal to the amount of the daily pay of all the Artificers employed, according to the preceding Table,

How to be divided among the artificers. the Captain is to divide it among them in proportions similar to those specified in that Table.

	Days		Days
1 st Rate	1008	5 th 36 Guns	422
2 nd	924	32	399
3 rd 80 Guns	880	30	399
74	810	28	348
70	768	24	324
64	735	6 th 20	305
4 th 60	654	Sloop 300 Tons	230
50	600	230	190
5 th 40	484	140	150

The

The Captain is to make out three lists of the Artificers employed according to the form (N^o. 17) in the Appendix, which are to be signed by all the signing Officers, and the Officer under whom they were employed, all of whom are to be present when the men are paid, and to certify to the payment. If they are paid by the Naval Officer, in any port where there is a naval yard one Copy of these lists to be left with him, and one to be sent to the Commissioners of the Navy by the first safe opportunity; the other he is to retain until the final passing of his Accounts for that time. If paid by the Captain, one Copy is to be sent to the Commissioners of the Navy by the first safe opportunity, another when he arrives at any Port in England, and the other he is to retain as above-mentioned.

The Captain to make out three lists of the Artificers employed.

How he is to dispose of those lists.

XIX.

If from the weakness of the Crew, or the condition of the Ship, it should be found absolutely necessary to hire other artificers or labourers to assist in careening or repairing her the Captain is to be particularly careful to hire such only as shall be well qualified to perform the duty for which they are engaged, and to pay them such wages only as are usually paid in the place where he hires them; and discharge them whenever their assistance shall be no longer required. He is to enter the names of the Men he hires on a separate list in the Muster Book, victualling them only when it cannot be avoided. He is to muster them every day

In what cases he is to hire artificers to assist in careening or repairing his Ship.

To enter the names of the men hired on a separate list in the Muster Book.

To muster them every day, check those who are absent &c. Three Lists to be made out as in the preceding article.

day, and check all who are absent; and is to direct the Officers to note those who are idle or negligent, that proper deductions may be made from their wages. When their services are no longer required, the Captain is to make out three Lists according to the form (N°. 18) containing the names of all the Men, the day on which each began to work, the day on which he was discharged, the number of days he was actually employed, and of those he was absent, the daily wages at which he was hired, the amount of the full value of his wages, the deductions made on account of

These Lists to be signed by all the signing Officers.

absence or neglect, and the sum actually paid him. These accounts are to be signed by all the signing Officers, and by the Officer under whom the artificers were employed; all of whom are to be present when the Men are paid, and

To be certified by the Governor, or the Consul, or by two or three respectable Merchants.

are to certify the payment. On the Lists it is to be certified by the Governor (if there be one) or by the Consul, or by two or three respectable Merchants, that the wages paid, as expressed in the account, were at the usual rate of the

To be disposed of as in the preceding Article.

place. The lists are to be disposed of as prescribed in the 18th Article.

XX.

He is not to hire Wharfs, Warchouses, nor Vessels or Boats for careening, but when absolutely necessary. When this happens he is to make out three Accounts

He is not, but when absolutely necessary, to hire any Wharfs, or Warehouses, nor any Vessels or Boats for careening the Ship, or receiving her Stores or Provisions, or keep them longer than shall be requisite. When he discharges them, he is to make out three Accounts according to the form (N°. 19) containing the names of the Vessels and their

their Masters, their Tonnage, the numbers of their Crews, the time they were employed, the rate at which they were hired, the amount of the hire of each, and the amount of the hire of the whole. He is also to make out three Accounts of the Wharfs, Warehouses, Boats, Stages, and whatever else he may find it necessary to hire, according to the form (N^o. 20) specifying the rate at which each article was hired, the time it was kept, and the sum paid for the hire of it. On all which accounts it is to be certified by the Governor, or Consul, or two or three respectable merchants that the Vessels, Wharfs, Warehouses, &c. were hired on as reasonable terms as could be obtained. These accounts are to be signed by all the signing Officers, and the Officer by whom any of the articles were used, who are all to be present, and to attest the payment. He is to dispose of the accounts in the manner directed in the preceding Articles.

Three Accounts for all other Articles hired.

To be certified by the Governor or Consul, or two or three respectable Merchants.

Such Accounts to be signed by all the signing Officers.

to be disposed of as in the preceding Articles.

XXI.

If it should be absolutely necessary to careen a Ship in the Port of any Foreign Power where there is an Arsenal, the Captain is to apply to the Governor, or Chief Officer of the place, for permission to do it at the Arsenal; and he is to request such assistance as circumstances may require. He is to give the fullest and most circumstantial Certificate of the assistance he receives; and receipts of the Stores with which the Ship may be supplied shall be given by the Officer to whom they are issued, certified by the Captain.

How he is to proceed in cases where it may be necessary to careen a Ship in the Port of a foreign Power.

To give certificates of the assistance he receives and receipts for Stores.

Copies to be sent to the Navy Board. tain and Master; Copies of which Certificates and Receipts are to be sent to the Commissioners of the Navy, as the accounts are directed to be sent in the preceding Articles.

XXII.

He is in all cases to keep the accounts for Careening and repairing a Ship distinct from all other accounts of the Ship.

Stores not expended to be delivered to the proper Officer.

The account of expences incurred in careening and repairing a Ship, whether by the hire of Vessels, Warehouses, Artificers, &c. or by the supplies or expenditure of Stores, whether purchased, or furnished by the Arsenal of a Foreign Power, are to be very particularly stated, and to be kept distinct and separate from all other accounts of the Ship, that the charges attending the careening of a Ship at any particular Port may be ascertained; but if any Stores purchased for the careening of the Ship should not be expended, they are to be delivered to the proper Officer, who is to charge himself with them, and to consider them as part of his Sea Store.

XXIII.

To procure Vouchers for such Articles as it may be necessary to purchase for the Ship.

What such Vouchers are to contain.

For such articles as it may be absolutely necessary to purchase for the use of the Ship under the Regulations contained in these Instructions, Vouchers similar in their nature to those described in the 18th, 19th and 20th Articles are to be procured, in which are to be particularized, the quality, quantity and price of each species bought, and the size, length and weight of cordage, and in all cases where payments are made in currency, either for the purchase

purchase of Stores, hire of Artificers, Wharfs, &c. the rate of pay, or price of each article is to be inserted in currency in the vouchers ; and the Governor, Consul, or Merchants are, in their Certificates of the reasonableness of the charges as pointed out in the above-mentioned articles, to state that the exchange at which the payments are reduced into Sterling in the lists or accounts is the governing rate of the day. Under this Certificate the signing Officer and the Officers having charge of the Stores are to certify, that the Stores were actually received on board, that their quality was perfectly good, and the number, quantity and weight the same as specified in the Vouchers. They are to sign these Certificates with great caution, as they may be called upon to confirm them on oath.

Governor, Consul, or Merchants to certify to the reasonableness of the charges; and exchange at the proper rate. Signing Officer and Officers in charge of the Stores to certify, that the Stores have been received &c. &c. Great caution to be observed in signing these Certificates.

XXIV.

No charge for Commission will be allowed on any of the purchases made by himself, but if in Foreign Ports where it may be necessary to purchase Stores, &c. for the use of the Ship, the Captain, from not being acquainted with the language, or from other particular circumstances, shall consider it most advantageous for His Majesty's service to apply to the Consul or some Merchants of respectability to effect the purchase for him, or assist him in making it ; in that case a charge for Commission by the person making the purchases (not exceeding $2\frac{1}{2}$ per Cent.) as shall be certified to be usual, will be allowed in the voucher, and the Captain, in his Letter of Advice, shall state fully

No charge for Commission to be allowed on purchases made by the Captain ; but in a Foreign Port he may apply to the Consul or some Merchants of respectability, in which case a charge for Commission will be allowed of $2\frac{1}{2}$ per Cent. Captain to state his rea-

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sons fully for the circumstances which rendered the intervention of an
employing an Agent necessary.

XXV*.

Captain to draw Bills for all money required for careening and repairing his Ship. &c. on the Commissioners of the Navy. Form to be observed. To draw them on the most favourable terms for the public. For all money which may be required to pay the expences incurred by the careening and repairing of a Ship, and the supplying her with the necessary Stores for Sea, the Captain (when there is no Naval Officer or other person appointed for such purpose) is to draw Bills on the Commissioners of the Navy according to the Form (N^o. 21) expressing in the body of them the particular service to which the money drawn for has been appropriated, and writing the sum in words at length. He is to draw these bills, and all others which he may at any time have occasion to draw on account of the Ship, on the most favourable terms for the public, bringing to account the full benefit of any exchange in its favor; the rate of which or of the premium or discount thereon is to be noted on the bill. He is not to receive, directly or indirectly, any fee, reward, gratuity, or advantage of any kind whatever, in consequence of such bill being drawn. Under each bill he is to obtain from the Governor or His Majesty's Consul, or if there be no Consul, from two or three British merchants of the greatest consequence and repute, or if there be no British merchants, from two or three of the first and most respectable merchants of the country, a certificate that the bill is drawn at a rate of exchange as advantageous to the public as possible.

Premium or discount to be noted on the bill. He is not to receive any fee, reward, or gratuity for such bills being drawn.

To obtain a Certificate from the Consul or Merchants that such bills are drawn at a rate of exchange as ad-

*This Article is not to authorize the Captain to purchase Provisions, or any Victualling Stores, but he is to direct the Purser to purchase all those Stores when necessary, agreeably to the 32nd Article of that Officer's Instructions.

sible at the time of its being drawn; and if any statement of the rate of exchange be published by authority, he is to send that published nearest to the time of his drawing the bills with each of the accounts or vouchers which, according to the preceding article, he is directed to send to the Commissioners of the Navy. He is not to draw bills for any other Ship but the one he commands, nor is any other Officer in his Ship to draw bills for Stores, Slops, or Provisions or to purchase the same. He is not to include, in bills drawn on the Navy Board, any charge for Stores which relate to the Victualling, to the sick and Wounded, or ordnance Boards, but to draw upon each respectively for what relates to its department. He is to give to every office as early notice as possible of the bill he draws upon it, with his reasons for drawing the same; and he is to send with the bills, or as soon after as may be, accounts with vouchers as required by the preceding articles as, until such vouchers be received, the amount of the bills drawn will be charged as an im-
prest against his pay.

advantageous as possible to the public.

He is not to draw Bills for any Ship but the one he commands.

To draw on each department respectively.

To give early notice to each Board of the Bills he draws upon it.

To send with the Bills accounts and Vouchers.

XXVI.

Whenever it shall be probable that a Ship which is in course of pay, namely, when she has been twelve months in Commission, or when six months shall have expired after the last payment, will be ordered to a port in England where there is a Commissioner of the Navy, the Captain is to cause the necessary Pay Books, made up to the end of a month leaving six months in arrear, a Slop Book which is

To cause the necessary Pay Books to be made up ready to be transmitted to the Navy Board on the Ship's arrival in Port.

to contain an Invoice, Alphabets, &c. to be made out, ready to be transmitted to the Navy Board, as soon as the Ship shall arrive in Port, that no delay in her returning to Sea may be occasioned on that account, but if the state of the Ship be such as necessarily to require her being detained long in Port, the Pay Books are not to be made out until she shall be nearly ready for Sea.

XXVII.

To make out three Pay Books, an open list, and a Slop Books to be signed by the signing Officers.

When a Captain receives order to prepare the Ship he commands for being paid off, he is to make out, with the assistance of the Purser, three Pay Books, an open list, and a Slop Book, to be signed by the signing Officers; he is to observe that the number of names in each page of one book is the same as the number in the corresponding

To be careful that all proper charges are made against the wages of the Ship's company.

These Books &c. to be sent to the Commissioner of the Dock Yard or Commissioners of the Navy as early as possible.

pages of the other books. He is to be very attentive in seeing that all the charges are made which ought to be made against the Wages of the Ship's company, as he will be answerable for all that are omitted: he is to send these books, with the open list, Slop Book, and three Alphabets, to the Commissioner of the Dock Yard, or if there be no such Commissioner, to the Commissioners of the Navy as early as possible, that time may be given for their being examined before the Ship is cleared for being laid up in Ordinary.

XXVIII.

The Captain to be present

The Captain is to be present at all payments made to the Ship's

Ship's company, whether of Wages, Bounty, Short Allowance Money, &c. He is always to have with him the Purser, and his own Clerk, to rectify any mistakes which may have been made, and to take an account of all charges which, in consequence of such mistakes, or which, on any other account, are to be made against any of the men in the next Pay Books.

at all payments made to the Ship's company; with the Purser and his own Clerk.

XXIX.

When a Captain shall be removed from the command of a Ship, or when he shall desire to receive his pay or such part as he shall not have received in advance, or drawn Bills for under the authority of the Act of 25 Geo. III. for which see the Instructions in Appendix (N°. 22) which he may do at the end of every twelve Calendar months, he will be required to send to the Boards to which they respectively belong, the papers and accounts contained in the List (N°. 23) no part of which will be dispensed with, except on the most satisfactory proof, that it was impracticable to obtain it.

To send to the respective Boards the undermentioned Papers and Accounts; when removed from the command of a Ship or when he shall desire to receive his pay.

XXX.

In order to prevent any irregularities, he is to be particularly attentive to the Regulations laid down in the Acts of Parliament respecting Seamen's Wages, an Abstract of which will be found in the Appendix (N°. 24)

To attend particularly to Regulations made in Acts of Parliament respecting seamen's wages.

XXXI.

The Captain or Commander of any of His Majesty's Ships

To send to the Commissioner

a list of Officers, Artificers and others whomay have been victualled on board while his Ship was in Port.

Ships or Vessels is to send to the Commissioner a list containing the name of every Officer, Artificer, or other person belonging to the Dock Yard or Ordinary, who may have been victualled on board during the Ship's continuance in Port, specifying their several entries and discharges, that the Commissioner may order the Clerk of the Checque to check all such of them as may be borne for victuals on board such Ship.

CHAP. IV.

CAPTAIN.

Regulations for Discipline, Cleanliness, &c. of the Hull, Masts, and Rigging.

ARTICLE I.

A CAPTAIN is not, except in cases of absolute necessity, *Captain not to make any alteration in the Masts, Yards or Sails of the Ship, &c.* to make any alterations in the Masts, Yards or Sails of the Ship he commands; he is not to cut away any part of the Ship's sides, or upperworks; nor to make new scuttles, nor to enlarge those already made; but if from any peculiar *Unless from some peculiar circumstances, of which he is to inform the Secretary of the Admiralty or Commander in Chief,* circumstances he should find it necessary to do any thing here forbidden, he is to inform the Secretary of the Admiralty, or his Commander in Chief, of it by the first opportunity.

II. He

II.

To allow every Officer to possess the Cabin allotted to him.

He is to allow every Officer to possess the Cabin allotted him by the Commissioners of the Navy; he is not to order new Cabins or Store-rooms to be made, nor to alter those already put up.

III.

To order a Centinel to be posted at the Hatchway, or Scuttle leading to the Magazine; who is to prevent all persons going down without orders from the Commanding Officer of the Watch, To see that a light, if required, be put in a secure lanthorn. Not to allow wine or spirits to be carried down; unless there be Cabains of Officers in the Fore Cockpit.

He is to order a centinel to be constantly posted at the hatchway or scuttle leading down to the Magazine and Warrant Officer's Store-rooms, who is to prevent every person from going down without orders from the Captain or the Commanding Officer of the watch, which orders are to be conveyed to him by an Officer from the Quarter Deck, or by such other person as the Captain shall direct generally for that purpose; and if a light be required by any person authorized to go down, he is to see that it is in a good lanthorn; and he is to be strictly charged not to allow any person whatever to carry down wine or sprits. But if there be the Cabins of any Officers in the Fore Cockpit, those Officers, and all persons going to them, may at all times be allowed to pass up or down; and their allowance of wine or sprits, and such further quantity as the Captain shall permit, may be carried to their cabins.

IV.

To take every precaution to prevent accidents by fire.

He is to be extremely attentive in taking every possible precaution to prevent accidents by fire. He is not to suffer any

any, except the most careful Officers or Men to have berths, or to sleep in the Orlop or Cable Tiers, where lights are never to be used without his express permission, but in good lanterns. He is not to allow any person to smoke Tobacco in any other place than the Galley. He is strictly to forbid the sticking of candles against the beams, the sides or any other part of the Ship. He is strictly to enjoin the Officers not to read in bed by the light of either lamps or candles; nor to leave any light in their Cabins without having some person to attend it. He is to direct the Carpenter to see that the holes in the decks through which the funnels of the stoves are passed are well leaded. The funnels are to be cleaned every morning before the fires are lighted. At the setting of the watch all the fires and lights are to be extinguished by the Master at Arms and Ship's Corporals, except those which the Captain shall expressly permit to be kept burning. He is to give the most positive orders and most rigidly to enforce them, that spirituous liquors shall not be drawn off, or moved from one Vessel to another, any where but upon the upper deck, and by day light only, except in cases of great emergency during the night, to be prepared for which, a quantity is to be kept at hand in a small cask, which, when required, may be got upon deck, the lights necessary for the occasion are to be in very good lanterns, and are to be kept as far from the spirits as possible.

Not to allow lights to be used but in good lanterns in the orlop or cable tiers.

Not to allow the smoking of tobacco except in the galley. other precautions.

Fires and lights to be extinguished at the setting of the watch.

Spirituous liquors to be drawn off upon deck, and by day light only. except in cases of emergency.

V.

Not to allow any person to cuttle on board. He is not to suffer any person whatever to cuttle on board, nor to sell any sort of beer, wine, or spirituous liquors to the Ship's company. He is not to allow the men to sell, exchange, or dispose of in any manner, the Slop Clothes or bedding with which they are supplied. He is to be extremely careful that no debts, contracted by such or by any other means, are charged against the Men's Wages as Tobacco, Slop Clothes, or any other articles usually issued to them.

VI.

To obtain for the Ship's company, cleanliness, dryness, and good air. As cleanliness, dryness, and good air are essentially necessary to health, the Captain is to exert his utmost endeavours to obtain them for the Ship's company in as great a degree as possible. He is to give directions that the upper decks are washed very clean every morning, and that the lower decks are washed as often as the weather will admit of their being properly dried; they are to be swept twice, at least, every day, and the dirt collected on them thrown overboard. The hammocks are to be carried upon Deck, and the ports are to be opened whenever the weather will admit of it, and no more chests nor bags than shall be necessary for the comfort of the men shall be kept on the lower gun-deck, that as few interruptions as possible may be opposed to a free circulation of air. The Ventilators are to be continually worked, and the Hold and Store-rooms

rooms ventilated by Wind-sails. The Ship is always to be pumped dry, the pump-well frequently swabbed, and a fire, with proper precautions, let down to dry it. If the weather should prevent the lower deck ports from being opened for any considerable time, fires are to be made in the stoves supplied for that purpose, and the lower decks may be scrubbed with dry sand.

Ship always to be pumped dry.

Fires to be made in the stoves when the lower deck ports cannot be opened.

VII.

The captain is to be particularly attentive to the cleanliness of the men, who are to be directed to wash themselves frequently, and to change their linen twice every week. They are never to be suffered to sleep in wet clothes or wet beds, if it can be possibly prevented; they are frequently, but particularly after bad weather, to shake their clothes and bedding in the air, and to expose them to the sun and wind.

To attend particularly to the cleanliness of the men;

not to suffer them to sleep in wet clothes.

VIII.

As soon as possible after the Ship's company are received on board, the Captain is, with the assistance of the senior Lieutenant, Master and Boatswain (and of the Gunner and Carpenter for their crews) to examine and rate them according to their respective abilities, which he is to do without partiality or favour; he is to rate as Petty Officers those only who shall be found properly qualified for such stations; and he is to take special care that every person in the Ship, without any exception, does actually perform

To examine and rate the Ship's company according to their respective abilities.

Petty Officers to be rated only from men properly qualified.

Rules to be observed in rating the Ship's company. the duties of the station in which he is rated. And for his information in rating the Ship's company he is to observe that none are to be rated as ordinary who shall not have

been twelve months at Sea, and are able to go aloft and perform some of the duties of a Seaman; nor to be rated as able who shall not have been three years at Sea, and are capable of performing most of the duties of a Seaman; nor to be rated as Master's Mate or Midshipman who shall not have been three years at Sea, either in the Navy or in the Merchant Service, and are in all respects qualified for such

Masters mates and Midshipmen to keep Log-books.

an appointment. The Master's Mates and Midshipmen are to keep Log-books according to the form (N^o. 25) which they are to produce to the Commissioner of the Navy who comptrolls the payment of the Ship, without which they will not receive their pay; and also to the Officers appointed to examine them for Lieutenants without which they cannot be examined.

IX.

To quarter the Officers and Men as early as possible.

He is as early as possible to make arrangement for quartering the Officers and Men, distributing them to the guns, musketry, rigging, &c. and that every man may know his station in time of action, he is to cause, not only

General quarter bill to be hung up in a public-part of the Ship, particular lists over every gun and place where men are quartered.

a general table containing the names of all the Officers and men and their respective stations to be hung up in some public place in the Ship, but also particular lists to be fixed over every gun, and at every place where men are quartered, containing the names of the Officers and Men appointed

to

to that quarter: and he is to call the men to their quarters and muster them there, as frequently as possible, until they are perfectly acquainted with their stations. He is to exercise the Ship's company frequently at the guns and musketry, to render them expert in time of battle, and the times of their being exercised are to be mentioned in the Ship's Log-book. And it being of the utmost consequence that newly raised seamen or landmen should, as expeditiously as possible, be made acquainted with all the duties which may be required of them, the Captain is to allot a part of every day, if circumstances will admit of it, to the exercising of such men in bending and unbending, loosing, reefing, and furling the sails; rigging, and unrigging the topmasts; sending up and down the top-gallant yards and masts; rowing in boats; heaving the lead; and in every other duty which it may be necessary for a seaman to perform either at Sea or in harbour.

To exercise the Ship's company at the guns and musketry, and the times of exercising to be mentioned.

to allot a part of the day to exercise newly raised men in bending and unbending sails.

X.

As occasions may frequently occur in which it may be of great importance that Seamen should be skilful in the use of muskets, the Captain is to order a number of Sailors, equal at least to that mentioned below, to be trained to the use of them and, if possible, to be exercised every day under the direction of the junior Lieutenant, the Master at Arms, and the Ship's corporals; and when they shall have attained to such perfection as shall fit them for being employed wherever musketry may be required, he is to order another

To train a certain number of Seamen to the use of muskets.

A second party to be trained when the first shall be perfect, and so on: to teach them the use of the half pike and cutlass.

another party to be trained; and so on until the whole of the Ship's Company are become expert. The men are also to be taught the use of the cutlass and half pike, and they are to be frequently exercised in the various modes of boarding the Ship of an enemy and of repelling the attacks of Boarders. And as it may be necessary occasionally to employ Seamen on shore in operations against an enemy, the number of men, as expressed in the table underneath, are to be trained more particularly for that purpose.

Number to be trained for the purpose of being employed on shore against the enemy.

Number of Men in each rate to be trained to the use of muskets.

Rate 1	150	Rate 4	60
2	120	5	50
3 of 74 guns and upwards	100	6	40
3 of 64 guns	80	Sloop	30

XI.

To direct the Officers to see that the Gunner is attentive in instructing the men to point the guns.

He is to direct the Officers to be very particular in observing that the Gunner, during exercise, is attentive to instruct the men at their respective quarters to point the guns properly, and to assist him in enforcing attention to this necessary duty; and to do this the more effectually, as

To direct the Gunner to supply a certain quantity

well as to enable him to judge of the progress they make, he is to direct the Gunner to supply every month, for six months

months after the guns are first received on board, as many ^{of powder and shot.} cartridges of powder, and as many round-shot for the upper deck guns as shall amount to one third of their number; and as many musket cartridges with ball as may be required to furnish each man of one half of the Seamen, and all the Marines, with twelve; and as many without ball as will furnish each man of that number with twenty-four. But, after the first six months, he is to direct the Gunner to supply only half that quantity for both guns and muskets.

XII.

He is, with the assistance of the Officers, to divide all the ^{To divide the Ship's company into as many divisions as there are Lieutenants allowed to the Ship.} Ship's company, exclusive of the Marines, into as many divisions as there are Lieutenants allowed to the Ship; the divisions are to be equal in number to each other, and the men are to be taken equally from the different stations in which they are watched. A Lieutenant is to command ^{A Lieutenant to command each division.} each division; he is to have under his orders as many Master's Mates and Midshipmen as the number on board, being equally divided, will admit: he is to sub-divide his division into as many sub-divisions as there are Mates and Midshipmen fit to command them under his orders, and he is to give the command of a sub-division to each of them. The Lieutenants are to attend to, and to be responsible for, ^{Lieutenants to be responsible for the conduct of the men in their respective divisions.} every thing relating to the conduct of the men of the divisions they command. They are to attend at all their exercises; to examine into the state of their clothes and bedding

bedding; to see that they keep themselves as clean as the duty of the Ship will admit; to prevent swearing, drunkenness, and every other immorality: they are to see that the Master's Mates and Midshipmen are attentive to the exercising and superintending of their sub-divisions, and they are to report to the Captain whatever men they find ignorant, idle, dirty or profligate, that they may be instructed, exercised or punished, as circumstances may require. The

*Marines also
to be divided
into equal
divisions.*

Marines are also to be divided into equal divisions, and each division is to be commanded by a subaltern, who is, under the direction of the Captain of Marines, if there be one on board, to attend to, and be responsible for, the conduct of the men who compose it, and for the good condition of their arms, which he is very frequently to inspect.

XIII.

*To send the
names of any
Officers, who
may be absent
when he shall
receive Orders
to sail, to the
Secretary of
the Admiralty.*

If any Officers be absent from the Ship when a Captain receives orders to sail, or to hold himself in readiness for sailing, he is to send their names to the Secretary of the Admiralty, or to the Office to whose department they belong, and to the Commander in Chief, if there be one at the port, with information of the cause of their absence, that, if it shall be thought proper, other Officers may be appointed in their stead.

XIV.

*Not to allow
women nor*

He is not to allow of any woman being carried to Sea in the

the Ship ; nor of any Foreigners, who are Officers or Gentlemen, being received on board the Ship, either as passengers, or as part of the crew, without orders from his Superior Officer, or the Lords Commissioners of the Admiralty.

XV.

A Captain is, from the first day of his going on board, to keep a Log-book according to the form (N^o. 25) in which he is to insert all occurrences and circumstances relating to the Ship which are inserted in the Ship's Log-book, observing that all numbers which have relation to supplies of any kind, whether received or issued, are not to be marked by figures, but to be written in words at length ; he is carefully to fill every column which the situation of the Ship admits of, with as great attention and correctness as possible. At the end of every six Calendar Months he is to send a copy of this Log-book to the Secretary of the Admiralty, and at the end of the voyage, or whenever he wishes to pass his accounts, he is to send one General Copy of it to the Secretary of the Admiralty, and another to the Commissioners of the Navy, to be kept for the information (if necessary) of those who may in future be employed on the same service.

XVI.

As the acquiring of a perfect knowledge of all Foreign Coasts, with the Harbours, Bays, and other Roadsteads thereon ; the ascertaining with accuracy of their latitudes and longitudes ; the variation of the compass ; the winds and

T

currents

Foreigners to be carried to Sea without orders from his superior Officer.

To keep a Log-book according to the form (N^o. 25)

To send a copy of this Log-book at the end of every six Calendar Months to the Admiralty.

To obtain the best possible information of coasts, harbours, bays &c.

currents which prevail on them; the dangers with which the approach to them is attended, and the means of avoiding them; the disposition of the Inhabitants; the productions of the country, and the supplies which it might afford to Ships or Fleets; may tend materially to the improvement of the Commerce of the Country, and may be of infinite consequence to His Majesty's service; every Captain is strictly enjoined, in whatever part of the world he may be employed, to exert himself to obtain the best possible information on all these subjects, and on all others which may in any degree tend to the improvement of navigation

To direct the Officers to determine the latitude and longitude of places. or the increase of nautical knowledge. He is to direct all the Officers under his command, who may be properly qualified, to determine with the utmost accuracy in their power the latitude and longitude of every Port he goes to, and of every remarkable Promontory, or Head-land with the setting of the tides and currents.

To order the Master to keep a book according to the form (N^o. 26) to insert in the several columns the most perfect and circumstantial account he can obtain. He is to order the Master to keep a book according to the form (N^o. 26) and to insert in the several columns the most perfect and circumstantial account he can obtain of the subjects to which they are respectively allotted; and to enable him to do so, he is to direct him to survey all coasts on which he may be employed, whenever the service will admit of it, and to direct any other Officers, properly qualified, to assist him in taking such survey, in making Charts, and in drawing views of the coasts, and he is to furnish him with Boats for that purpose whenever the other duties of the Ship will admit of

The Captain to examine it. The Captain is himself to examine the accounts given in this

this Book, to correct, improve, or enlarge them as far as his own observation shall enable him, and to sign it with the Master. Although particular subjects for information are specified in the form, he is not to confine his observations to them, but is to extend them to all others, which he shall think may be useful for His Majesty's Fleets, or be beneficial to Commerce; and he is to make these observations, not only on coasts which being seldom resorted to, are but little known: but on those also which have been much frequented, and have been already surveyed; and he is to examine into the correctness of any maps or charts of which he may be possessed, and report his opinion of them, and point out any errors he may discover in them. When he obtains information on any of these subjects from others, he is to mention from whom the information was received, and his reasons for believing it to be true or erroneous. He is to be attentive in making, and is to direct the Master to make, every possible observation on the navigation of the channel and the coasts of the United Kingdom. He is to send, carefully packed up and sealed, one copy of this book and of all the charts and views which have been made, when he sends his Log-book, at the end of every six months to the Admiralty, and another copy, when he sends the general copy of his Log-book, which is to be accompanied by all the observations, charts, views, &c. made during the time the Log book shall have been kept. As attention to this duty is of too great consequence to be dispensed with, except through absolute necessity, the Captain, who shall not strictly execute it, will be expected to give the most satisfactory reasons for

the accounts given in this book.

to make all such observations and remarks as may be useful for His Majesty's fleets or beneficial to Commerce.

To send one copy of this book to the Admiralty.

The duties required by this Article will not be dispensed with except through absolute necessity.

every instance of his failure; but in the execution of this duty, he is very carefully to avoid giving any reasonable cause of offence to any power in amity with His Majesty.

XVII.

To send by every opportunity a particular account of his proceedings to the Admiralty.

He is by every opportunity to send particular accounts of his proceedings to the Secretary of the Admiralty, if not serving under another Officer; or to the Commander in Chief or other superior Officer under whose command he is placed, mentioning therein the condition of the Ship, the number of Men, the quantity of Waters, Stores, and Provisions on board, and all circumstances which may have occurred, and all intelligence he may have obtained worthy of notice. He is never to omit owning the receipt of orders from the Admiralty, or from any Superior Officer. He is to correspond with the Navy Board, the Victualling Board, the Board of Ordnance, and the Sick and Wounded Board, on all subjects which respectively concern them.

To own the receipt of all orders from the Admiralty or any Superior Officer.

XVIII.

To make correct returns of the condition of the Ship, quantity of Stores &c.

He is to be particularly careful that all the returns he makes of the condition of the Ship, the quantity of Stores, Provisions, and Water, and the number of Men on board are perfectly correct; that the number of men reported to be in each class is the number actually borne and serving in that class, and that every Supernumerary of every description is included in the report, as he will be made to

answer

answer for the pay and the value of the Provisions of every Supernumerary he shall bear on the Ship's Books, without inserting him in his returns.

XIX.

He is to keep the Ship he commands, when at Sea in time of war, in every respect prepared for battle. He is every Evening, before it is dark, to give directions for the Quarters to be cleared, and every arrangement preparatory to battle to be made as far as possibly may be; so that there may be no risk of being surprised, by suddenly meeting in the night an Enemy better prepared for action than himself. When at anchor in any Road or Harbour, he is to be constantly prepared to repel any attempts an Enemy may make to board the Ship, or to destroy her by sending Fire Vessels against her; but he is to be more particularly prepared to repel such attacks during the night. In time of Peace he is not to approach a Ship of War of any Foreign Power without having the Ship so far prepared for battle that, if he should find himself unexpectedly attacked, he may be immediately ready to defend himself; but he is to do this in such a manner as not to give any reasonable cause of offence to such foreign Ship, nor to raise any suspicion of his intending to act hostilely against her.

XX.

He is to take particular care, that all Prisoners of war are

To be always prepared when at Sea, for Battle;

to be prepared when at anchor to repel any attempts of an enemy to board the Ship

Not to approach a Ship of War of any Foreign Power in time of peace, without being prepared for Battle.

To take particular care.

that Prisoners of War are treated with humanity, their property protected &c. are treated with humanity, that their property is carefully protected, that they have their proper allowances of Provisions, and that every comfort of air and exercise which circumstances can admit of is allowed them ; but how few soever their number may be, they are to be attentively observed, to prevent their cutting any of the ropes, or doing any damage to the Ship ; and if the number be considerable, sufficient guards are to be appointed, who are to be particularly watchful when the Ship's company are aloft, and every other precaution is to be taken which may not only prevent their succeeding, if they should attempt to rise, but which, by convincing them of the improbability of success, may prevent them from making the attempt.

XXI.

He is not to go into other Ports than those to which he is ordered, He is not, except through absolute necessity, to go into any other Ports than those which he is ordered to go to ; but if he should be forced to put into any other, he is to leave it again and proceed on his voyage as expeditiously as possible. If he be ordered to cruize, he is to keep the sea all the time required by his orders, and to confine himself strictly within the limits of the Station assigned him, and to attend to the particular object for which he is directed to cruize ; but if he shall be of necessity obliged to put into Port, or to quit his Station, he is to use his utmost endeavours to return to it again ; and he is to send *to send to the Secretary of* to the Secretary of the Admiralty, and to his Commander in

in Chief, an account of his proceedings, and of the causes which obliged him to leave his station. Whenever he shall put into Port, whether he be ordered to do so, or be driven in by necessity, he is to employ the time he remains there in repairing any damage the Ship may have sustained in her hull, masts, yards, or sails; in examining into the state of the rigging, and setting it up if necessary, and in completing, as far as the circumstances of the Port will allow, the Stores, Provisions, and Water to the quantity he was last directed to receive; and if he have no orders to proceed again, he is to hold himself in readiness to sail whenever he may receive them.

*the Admiralty
an account of
his proceed-
ings,
how to employ
the time he
may remain in
Port.*

XXII.

When he is ordered to Sail from any Port during war, or when war may be expected, he is, if the nature of his orders will admit of it, to give timely information thereof to the masters of merchant vessels, and to take under his protection all those bound the same way, who shall be desirous, and ready, to accompany him; but he is not to delay his sailing, nor to deviate from the course his orders direct him to take, on their account. He is also to take under his protection all Vessels he may meet with on his passage, and see them in safety as far as his course and their's shall be the same.

To give information to Masters of Merchant Vessels when he is about to leave any Port, and to take Vessels bound the same way under his protection.

XXIII.

When he meets with any Foreign Ships or Vessel, he is to

*To send a
Lieutenant on
send*

*meeting any
Foreign Ves-
sel to enquire
if any British
Seamen are on
board.*

send a Lieutenant to enquire whether there be on board of her any Seamen who are subjects of His Majesty, and if there be, he is to demand them, provided it does not distress the Ship, and to require the master to pay them the wages due to them to that day; but he is to do this without detaining the Vessel longer than shall be necessary, or offering any violence to, or in any way ill treating, the master or his crew.

XXIV.

*To assist the
persons em-
ployed by the
Directors of
Greenwich
Hospital and
Trinity-house
in recovering
the duties from
Foreign Ships.*

Every Captain is to assist, as far as may be in his power, the persons employed by the Directors of the Royal Hospital at Greenwich, and the Corporation of Trinity House of Deptford Stroud, in receiving and recovering from Foreign Ships and Vessels the duties to which they may be entitled, and which such Ships and Vessels ought to pay; but in doing this he is not unnecessarily to employ force, nor to give any just cause for complaint of violence or ill treatment.

XXV.

*To place the
Ship in a safe
berth when he
comes to
anchor;
how to proceed
in a road with
which he is
not acquainted*

Whenever he shall have occasion to anchor, he is to be extremely careful to place the Ship in a safe berth, and so as not to endanger any other Ship which may be already anchored. If he anchor in a Port or Road to which he is a stranger, and of which he has no accurate chart, he is to direct the master to sound for the distance of at least three

three cables length round the Ship, to inform himself whether the bottom be clear of rocks, and fit for the Ship to ride in, and to insert in the Log-book the bearings of any remarkable point of land, or other distinguishable objects, from the place where the Ship anchors. He is never to cut nor slip the Cable while there shall be a possibility of weighing the anchor, except for the purpose of chasing an enemy, or when obliged to do so for the safety of the Ship; in either of which cases, if he does not return to the Port, he is by the first opportunity to send information to the Commissioner of the Port, if there be one or, if there be not, to the Commissioners of the Navy, of the situation of the anchor, that proper means may be taken to recover it. He is to be careful, in both anchoring and weighing anchor to prevent the copper sheathing from being damaged by the anchor or cable; he is never to let the anchor go while the Ship has head-way; nor, when getting under sail, to give her head-way until the anchors are catted and fished, and the Buoys hauled in, unless the situation of the Ship shall make it necessary to do so.

Not to cut or slip while there is a possibility of weighing the anchor.

Precautions in anchoring and weighing anchor.

XXVI.

If a Captain shall obtain intelligence which he shall think it necessary to send to his Commander in Chief, or to any Ambassador or other Minister, or to any Squadron or Ship, or to any Army or Fortress, of His Majesty or his Allies, and he may not have with him any of His Majesty's Ships or Vessels by which he can send it, he is to hire for that purpose

To hire a Vessel to carry any intelligence he may think it necessary to communicate,

pose, on the most reasonable terms possible, such fit Merchant Vessel as he may be able to procure, with the owner of which, or with the Master if the owner be not present, he is to make an agreement in writing, in which is to be particularly specified all the service the Vessel is to perform, and the rate at which she is to be paid for performing it; but Captains are strictly charged not to hire Vessels for this purpose, unless the intelligence they obtain be of such consequence as to justify the expence that will be incurred by sending it; and if it be of sufficient consequence to justify its being sent, they are to be extremely cautious to whom they entrust the conveyance of it.

provided it be of sufficient consequence to justify the expence.

XXVII.

His Majesty's Ships being subject to the visitation of the Custom-house, in the same manner as Merchant Ships are subject to it, the Captain of every Ship is to give particular directions that Custom-house Officers, when sent on board, should be allowed to execute the duty for which they are sent without suffering any ill treatment or obstruction; and if the duty on which they are sent shall require their remaining on board more than one day, he is to order them to be borne as Supernumeraries for Victuals only, and to be victualled in the same manner as the Ship's company; and he is to direct the Boatswain to lend a hammock, and the Purser to lend a slop-bed to each of them during their continuance on board; and he is to order a berth to be sur-

To give directions that Custom-house officers coming on board be not obstructed in their duty;

and that they be borne as Supernumeraries for Victuals.

rounded

rounded for them with hammocks or old canvas in such situation as may be best calculated to enable them to perform their duty effectually. If Custom-house Officers shall be sent on board, in consequence of information of there being in the Ship an improper quantity of wine or spirituous liquors, or any other article subject to the payment of duties, he is to give them every possible assistance in discovering such articles if they be really on board. If he shall at any time discover any Officer smuggling, or attempting to smuggle; or that any Officer has received on board liquors, or other articles for the purpose of smuggling, he is immediately to inform the Secretary of the Admiralty of it, that such directions may be given as a conduct so injurious to the public, and so disgraceful to an Officer, shall require.

To inform the Secretary of the Admiralty of any Officer he may discover smuggling, or attempting to smuggle.

XXVIII.

He is not on account of lightness or neatness, or on any other account, to make any alteration in the manner of fitting the standing rigging, on which the safety of the masts and the service of the Ship so entirely depend; but he is to keep the shrouds and stays as they are fitted in the Dock Yards, and if he have occasion to fit others, he is to do it in the same manner. He is not to allow travellers to be fitted on the main-stay for the purpose of tricing up and hauling down the stay-tackles, nor any other expedients to be practised, by which the stays or the shrouds may be exposed to be unnecessarily chafed or worn.

Not to make any alteration in the rigging, stays, or shrouds.

XXIX.

*To favor the
masts as much
as possible.*

He is to favor the masts as much as possible, never hazarding them by carrying a press of sail, except in chace, or on other occasions which may make it necessary. He is to be attentive in observing that the stays and shrouds are properly set up, especially when they are new and apt to stretch; but in doing this he is to be particularly careful in preventing the masts from being so much stayed as to risk their being crippled or sprung. The Captain is to direct the Carpenter to employ the Caulker and the men of his crew in stopping all leaks; and repairing all such defects in the Ship and the Boats, as the Stores with which he is supplied shall enable him to repair: that on the arrival of the Ship in Port, as little time and as little assistance from the Dock Yards as possible may be required to refit her.

*Directions to
the Carpenter.*

XXX.

*To be present
when it may
be necessary to
heel the Ship;*

Whenever there shall be a necessity for heeling the Ship to get at leaks, or to repair the copper sheathing, the Captain is to be present himself to see that every possible precaution is taken to prevent its being attended with any accident; he is to direct the Carpenter to see that all the pumps are in good order; and to appoint careful men to observe the state of the well, who are to report to the Officers immediately on their discovering any material increase of water. In three decked Ships, the lower deck-ports of the side to which the Ship is heeled are to be barred

*precautions to
be taken in
heeling three
and two decked
Ships.*

barred

barred in, and the scuppers plugged; and when the lower deck guns of two decked Ships are run out, a sufficient number of men shall be stationed near them to run them in if necessary: and during the whole of the time that a Ship continues on the heel, all the Officers and Men are to be stationed so as to be able to right her on the shortest notice, if the shifting of the tide, a leak, or a gust of wind should suddenly make it necessary.

XXXI.

If the repairs of a Ship which is careened be such as to require that the whole, or any part of her, should be painted, the Captain is to order it to be done; but, except on such occasions, he is never to cause the Ship, within or without, nor the Boats, nor the Guns or their carriages, to be painted oftener than is allowed by the establishment of the Navy.

When he may order the whole or any part of the Ship to be painted.

XXXII.

Every Captain, while in any Port or Road, is to follow the motions of the senior Officer present, by striking or getting up the yards and top-masts; loosing or furling sails; or doing any other such duties, at the time they are done in the Ship which the senior Officer commands, unless such senior Officer shall dispense with his doing so.

To follow the motions of the senior Officer in any Port or Road.

XXXIII.

If Foreign Ships of War shall come into any Port in His Majesty's Dominions, at home or abroad, the senior Captain

To send a Lieutenant to the Officer Commanding.

*Foreign Ships
of War com-
ing into any
of His Ma-
jesty's Ports,*

tain of His Majesty's Ships (if there be no Flag Officer present) is to send a Lieutenant to the Officer commanding them, to enquire his reasons for going there, and to offer him any assistance he may stand in need of; and he and all others of His Majesty's Officers are to shew to the Officers of such Foreign Ships, during their stay in Port, such attention and respect as their rank and situation may require, and to afford such assistance to the Ships, if wanted as circumstances will admit, and as a Power in amity with His Majesty may reasonably expect.

*to shew them
such attention
and respect as
their situation
and rank may
require*

XXXIV.

*To direct
every Officer
not to visit
Ships until it
be ascertained
they are not
subject to
Quarantine;*

The Captain is to direct every Officer, sent to any Foreign or other Ship, not to go on board until he shall have ascertained that she did not come from any place which may subject her to quarantine; but if she did come from any such place, to obtain whatever information he is sent for, without quitting the Boat. But if any of His Majesty's Ships shall, either at Sea or in Port, have any connection with other Ships, by which they may be subject to quarantine, the Captain is most strictly enjoined not to conceal such communication; but to make it known by carrying a Yellow Flag at one of the mast-heads, and he is to prevent the Boats of other Ships from going to the Ship which he commands until she be liberated from quarantine; during which time he is to observe, in the most strict and particular manner, all such regulations as may be established for the conduct of Ships in quarantine.

*to carry a yel-
low flag at the
mast-head
when he may
have commu-
nicated with
any Ship at
Sea, subject to
Quarantine.*

XXXV. Whenever

XXXV.

Whenever there shall be any sick on board, the Captain is to direct a berth to be prepared for them in the most airy part of the Ship, where they will have the least communication with, and be the least incommoded by, the rest of the Ship's company. He is to give particular directions that this berth be kept perfectly clean and well ventilated; and that the sick are carefully attended to. He is to order a sufficient number of Buckets with covers to them to be made for the convenience of the sick; and to direct the Carpenter to make cradles for those who have fractured limbs, or complaints of any description which may require them. Whenever there is any contagious disease on board, he is to give orders for any man being separated from the rest of the Ship's company on the very first appearance of any symptom which indicates his being infected; and he is to consult with the Surgeon, and to use every possible means within his power, to prevent the spreading of the contagion.

To cause a berth to be prepared for any sick that may be on board.

General directions to be observed with respect to the sick.

XXXVI.

When a Ship is ordered to return to England from any southern climate, the Captain is to see that the men are properly supplied with warm clothing, to prevent those bad effects on their health which a sudden transition from heat to cold might otherwise occasion.

To provide warm clothing for the Men on returning to England from a southern climate.

XXXVII. No

XXXVII.

No Ship to go to Sea without a Chaplain, if a Clergyman properly recommended be desirous of being appointed to her. No Ship is to go to Sea without a Chaplain, if a Clergyman properly recommended and of good moral character be found desirous of being appointed to her. In every Ship in which there is a Chaplain, the Captain is to be particularly careful in seeing that every proper attention and respect, due to his sacred office, be shewn him by all the Officers and Men under his Command. He is to give directions that Divine Service be performed, and a Sermon preached every Sunday, if the duties of the Ship or the state of the weather do not absolutely prevent it, at which he and all the Officers and Ship's company are to attend. He is not to employ the Ship's company on Sunday in any other works than those which the Public Service shall absolutely require. He is, to the utmost of his power, to prevent all profane cursing and swearing, all drunkenness, gaming, rioting and quarrelling, and in general every thing which may tend to the disparagement of Religion, or to the promoting of vice and immorality.

XXXVIII.

To direct the Purser and the Master to report certain Stores to him before the Ship proceeds to sea, That the Captain may at all times know in what degree the Ship he commands is, in every respect, fit for service, he is to direct the Purser to report to him, before the Ship proceeds to Sea, the quantity of candles, lamp-oil and fuel on board, and the time which, to the best of his knowledge, they

they will last; and at the end of every week to report the quantity of each of them, and of every species of Provisions expended during the week, and the quantity actually remaining on board; and he is to direct the Master to report, at the same time, the quantity of beer and water expended, and the quantity remaining; and as the fitness of the Ship for any service must depend upon there being a sufficient quantity of all these articles on board, the Captain is strictly to enjoin all the Officers to prevent the waste, or improper expenditure of any of them. and at the end of every week.

XXXIX.

When a Captain receives an order from the Admiralty, or from any superior Officer, and when he gives an order to the Commander of any other Ship, or to any Officer of the Ship he commands, he is to enter a Copy of it in a book which he is to keep for that purpose; and when he receives a letter from, or writes a letter to any of the Boards, or any Officer, or any other person, on any public business, or on any subject relating to his Majesty's Service, he is to enter a Copy of it in a book which he is also to keep for that purpose, that if any original order or letter should be lost, an attested Copy of it may be obtained, if necessary. To enter in a book, Copies of all orders he may receive or issue, and also of all letters.

XL.

The Captain is to cause the Articles of War, the Abstracts To cause the Articles of War, Ab-

*tracts of Acts
of Parlia-
ment &c. &c.
to be hung up
in a public
part of the
Ship,*

tracts of all Acts of Parliament for the encouragement of Seamen, and such other Orders or Regulations as may be hereafter established for their guidance or discipline, to be hung up in some public part of the Ship, to which the men may at all times have access; he is to direct that they be read to the Ship's company, all the Officers being present, once at least in every month; the times of their being read are to be noted in the Log-book of the Ship, and to be certified at the end of the monthly Muster-book, by a Certificate signed by all the Signing Officers.

*and to be read
at least once
a month.*

XLV.

*Not to inflict
any punish-
ment on a
Commission
or Warrant
Officer; but
may suspend
or put them
under arrest.*

A Captain is not to inflict any punishment on a Commission or Warrant Officer of the Ship, except those specified in the ^{Sec. xv} 3rd Chapter, 16th Article; but he may suspend, and put under arrest, any Officer who shall mis-behave, and he may continue such arrest and suspension until an opportunity shall offer of trying such Officer by a Court Martial; and if the service shall absolutely require it, he may apply to the senior Officer present to appoint some person to act in his stead; but he may not appoint one himself. He is to inform his Commander in Chief, or the Lords Commissioners of the Admiralty, of his having suspended such Officer, and of his reasons for having done so, that the first possible opportunity may be taken of bringing him before a Court Martial.

*To inform
Commander
in Chief or
the Admiralty
of such arrest
or suspension.*

XLII. The

XLII.

The Captain is to see that on all occasions strict justice is done to all the Officers and Men under his command; that they have their proper allowance of provisions, and that no improper charge is made against their wages. He is not to suffer the inferior Officers or Men to be treated with cruelty or oppression by their superiors. He alone is to order punishment to be inflicted, which he is never to do without sufficient cause, nor ever with greater severity than the offence shall really deserve. All the Officers and Ship's company are to be present at every punishment, and the Captain is himself to attend to see that it is properly inflicted.

To see that strict justice is done to all the Officers and Men under his command.

He alone is to order punishment.

XLIII.

The Captain of a Ship which carries a flag is to inform the Flag Officer of all Signals made by the Commander in Chief; of all alterations made in the disposition of the Fleet; of all Ships of his Squadron or Division which are out of their stations or inattentive to the signals made to them. He is never to make any signal without being directed to do so. He is never to order any punishment to be inflicted, nor any general exercise to be performed, without having obtained the Flag Officer's permission.

How to conduct himself when in a Ship which carries a flag.

XLIV.

When a Captain is removed from the Command of a Ship,

When removed from the Command of a

Ship, what papers to be left with his Successor; he is to shew to his Successor all the orders he has received which remain unexecuted, and is to give him attested Copies of them, except of such as are secret, the originals of which he is to deliver to him without allowing any copy to be taken. This shall be a sufficient authority for his Successor to execute them, which he is to do in the same manner as if they had been originally addressed to him. He is also to deliver to him all Signal Books and Instructions relating to them; all secret Signals, Rendezvous, &c. of which he is not to take, nor suffer to be taken, any copy. He is also to leave with his Successor all the Log-books he has received from the Master; a complete Muster-book and Slop-book properly signed, in which are to be entered all the charges of every discription to be made against the wages of the Ship's company; and also a Survey-book, with an Abstract of the Stores remaining on board in the charge of each of the Warrant Officers, signed as the Expence-books of those Officers are signed. He is to complete and sign the Expence-books of the Warrant Officers; he is to sign all Books and Papers necessary to the passing of the Purser's Accounts, and to get all those signed which are necessary to the passing of his own; and he is to give such certificates as may be required to all Officers whom he shall think entitled to them. He is to receive from his Successor receipts for the Log-books and Muster-Book, and for the orders, Signals, Rendezvous, &c, that he leaves with him, which he is to send to the Navy Board when he sends his account to be passed.

what papers he is to sign.

And for what he is to take receipts.

XIV. When

XLV.

When a Captain is removed from one Ship to another, if the Ships are at the same Port, and it may be done without inconvenience to the service, he will be allowed to take with him the following number of men; but this he is never to do without an express order from the Admiralty or the Commander in Chief.

When removed from one Ship to another, what number of men he may be allowed to take with him;

Ship removed from, of	Complement.	Number to be removed.	Of whom may be Petty Officers.
100 Guns - - - -	850	35	12
98 „ - - - -	738	30	10
80 „ - - - -	738	30	10
74 „ - - - -	640 to 590	25	8
64 „ - - - -	491	20	7
50 „ - - - -	343	18	6
44 „ - - - -	294	18	6
Frigates 18 P ^{rs} .	- - - - -	16	6
Do. 12 „	- - - - -	14	5
28 & 24 Guns.	- - - - -	12	4
Sloops - - - -	- - - - -	10	4

Which men are to be in addition to his Coxswain, Steward and Cook; he may discharge his Clerk with himself from

in addition to his Coxswain, Steward and Cook.
one

one Ship into another without any order; but if a Captain be removed from one Ship without being appointed to another, he is not to discharge any person whatever without an express order for that purpose. Whatever number of men a Captain takes with him, he is to discharge from the Ship to which he is removed into that which he leaves, the same number of men of the same ratings as, and equal in quality to, those whom he takes with him.

XLVI.

*To draw up
an account of
the qualities
of his Ship.*

He is, with the assistance of the Officers, to draw up a particular account of the qualities of the Ship according to the form (N° 27) of all the circumstances specified in which form he is to give the most correct and particular account he can, and he is to give such further information on any subject relating to the Ship, as his experience and observation shall enable him to give, and as he shall think may be of service to any Captain who may command the Ship after him. This account is to be signed by himself, the Master, Boatswain, and Carpenter; it is to be lodged at the Master Shipwright's Office, and a duplicate of it signed by the same Officers, is to be sent to the Navy Board.

*to be lodged at
the Master
Shipwright's
Office, and
Duplicate sent
to the Navy
Board.*

XLVII.

*How to pro-
ceed when any
of His Ma-
jesty's Ships
shall be
wrecked.*

If one of His Majesty's Ships be wrecked, the Captain is to use every possible exertion to preserve the lives of the crew, and when they or as many as possible of them are saved

saved, he is to use his utmost endeavours to save the Stores, Provisions and Furniture of the Ship. He is to be particularly attentive to the saving of the Muster-Book, Slop-book, and all other books and papers relating to the Ship's accounts, that he may be enabled to make out the necessary Pay-books, which he is immediately to do after the Court Martial has taken place, and transmit them to the Commissioners of His Majesty's Navy, with as little delay as possible. And in any instance where a Commanding Officer shall find himself unable to comply with these directions, he is to state immediately to the Navy Board the cause of his inability in order that the Commissioners may, if they judge proper, direct the Pay-books to be made out from the last Muster-book received at their Office. He is himself to take especial care to preserve all secret Orders, Signals and Instructions or, if necessary, to destroy them, to prevent their falling into improper hands. If he have information of any of His Majesty's Ships being near, he is immediately to send to inform them of his situation, that they may go to his assistance. He is to dispose of the crew in the manner most comfortable for them and most economical for the public that circumstances will admit. He is to place sufficient guards over the Stores and Provisions which are saved, to prevent their being embezzled, and he is to be particularly careful that the wine and spirits are so disposed of, that they cannot be got at without his permission. He is to keep the crew together, and to be very particular in preserving a regular and perfect discipline among

among them, carefully preventing their committing any irregularities which may give offence to the Inhabitants of the Country they are in. If he have no hopes of being assisted by any of His Majesty's Ships, he is, as soon as he shall have saved every thing that circumstances will admit, to hire, on the most reasonable terms he can obtain, such Vessels as shall be necessary to convey himself with all the Officers and Crew and the Stores and Provisions to the nearest Port, where he may expect to find some of His Majesty's Ships, or to some Port in England, according as the place he is in and other circumstances shall make it most eligible, observing that, without very sufficient reasons to the contrary, he is always to prefer that which will be attended with the least expence to the public. If a sufficient quantity of provisions should not be saved, he is to purchase whatever may be required for Victualling the Ship's company; and if the men should be in want of clothes, he is to purchase whatever may be absolutely requisite for their comfort, but nothing more of which he is to direct the Purser to keep an account, charging against the wages of every man the amount of the articles with which he is supplied. If the Ship should be wrecked on the Coasts of any Foreign Power in amity with His Majesty, the Captain is to apply to the Governor, or Chief Officer, of the place for such assistance as he may stand in need of, and he is to be particularly attentive in observing and conforming to all the Laws and Regulations of the Country, as long as he shall continue in it.

*If wrecked on
the Coast of
a Foreign
Power, how to
conduct him-
self.*

XLVIII. Lastly,

Lastly, The Ship and every person in it being placed under the command of the Captain, he will be held responsible for every thing that shall be done on board. From him will be expected an example of respect and obedience to his superiors, of unremitted attention to his duty, and a chearful alertness in the execution of it in all situations, and under all circumstances: he will be expected to observe himself, and strongly to enforce in others, the most rigid œconomy in the expenditure of Public Stores, and to shew, by every means in his power, a steady determination to serve his country with the utmost zeal and fidelity; and although particular duties are hereafter assigned, and various instructions given to every Officer in His Majesty's Navy; yet the Captain will be expected to see that all those Instructions are obeyed, and all those duties performed, by the Officers to whom they are respectively addressed. And from him it will be expected that all those (whether Officers or others) shall be corrected, or their conduct properly represented, who shall be disobedient or disrespectful to their superiors; neglectful of their duty; wasteful of the Public Stores; or who, by their conduct or conversation, shall endeavour to render any Officer or other person dissatisfied with his situation, or with the service on which he is employed. He is to observe with particular attention the conduct of every Officer, and of every other person under his command; that, being acquainted with their respective merits, he may assign them such stations as they shall be qualified to fill; and, for arduous and dan-

Y

gerous

and will be ac-
countable for
any fraud or
error com-
mitted by his
Clerk.

gerous enterprizes, may select those whose ability and courage may afford the best hopes of success. He is to be extremely attentive to every thing done by his Clerk, who, being appointed for the sole purpose of assisting him will be considered as acting always by his orders; he will therefore be held responsible for every thing done by the Clerk, and will be made accountable for every error, as well as for every fraud, he may commit in the discharge of his duty.

Regulations

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. VI.---CHAP. I.

Lieutenant.

ARTICLE I.

A LIEUTENANT, when appointed to one of His Majesty's Ships, is to be constantly attentive to his duty, and is diligently and punctually to execute all orders for His Majesty's Service which he may receive from the Captain, or any senior Lieutenant of the Ship; or from any Flag Officer, or the Captain of any other Ship who, from any exigency of service, may think proper to give him directions.

To be attentive to his duty and punctually to execute all orders he may receive from the proper Officers.

II.

To be constantly on deck during his watch. When he has the watch, he is to be constantly on deck until he is relieved by the Officer who is to succeed him. *To see that the men are attentive to their duty;* He is to see that the men are alert and attentive to their duty: that every necessary precaution is taken to prevent accident from squalls, or sudden gusts of wind; and that *that precautions are taken to prevent accidents;* the Ship is as perfectly prepared for battle as circumstances will admit. *Ship properly steered.* He is to be particularly careful that the Ship be properly steered, and that a correct account be kept of her way, by the log being duly hove and the leeway for each hour marked on the Log-board.

III.

That the Master's Mates and Midshipmen of the watch are constantly upon deck. He is to see that the Master's Mates and Midshipmen of the watch are constantly upon deck and attentive to their duty: he is to order the men of the watch to be frequently mustered, and to report to the Captain such as he shall find to be absent from their duty.

IV.

To keep the Ship in her station in a Squadron. He is to be extremely attentive to keep the Ship in her station in any Squadron she may belong to, and he is to inform the Captain whenever he apprehends that he shall not be able to do so.

V. He

V.

He is to inform the Captain of all strange sails that are seen; all Signals that are made; all changes of sail made by the Admiral; all shifts of wind, and, in general, of all circumstances which may derange the order in which the Fleet is sailing, or prevent the Ship's continuing on the course directed to be steered.

To inform the Captain of all strange sails seen and other particulars.

VI.

He is to be very particular in delivering correctly to the Lieutenant, who relieves him on the watch, all orders which he has received from the Captain, or from the Lieutenant he relieved, that remain unexecuted; and he is to inform him of all Signals made by the Commander in Chief which still remain to be obeyed. He is to point out to him, (more especially in the night) the situation of the Commander in Chief and of the Commander of the Squadron the Ship belongs to: and to inform him what sail the Admiral's Ship was carrying when it could last be ascertained; and whether the Ship was coming up with, or dropping astern of, the Admiral; and he is to give him, in general, whatever other information may be necessary to enable him to keep the Ship in her station, if the Fleet be formed in any order of sailing; or to keep well up with it, if it be not so formed.

To deliver to the Lieutenant who relieves him all unexecuted orders; to inform him of all Signals made by the Commander in Chief, &c.

VII.

He is to keep men at the mast heads during the day, and in proper stations during the night, to look out; he is frequently

To keep men at the mast heads during the day.

quently to remind them of their duty, and is to relieve them more or less frequently according to the state of the weather, and the degree of their attention.

VIII.

*To send a
Midshipman
to inform the
Captain
when a
strange sail is
seen in the
night;
to get the Ship
ready for ac-
tion.*

If, during war, a strange sail be seen in the night, he is to send a Midshipman to inform the Captain, and is himself to get the Ship ready for action: he is to keep out of gunshot of the strange Ship until every thing is ready; but, in doing this, he is to be careful not to remove to such a distance as to risk the losing sight of her.

IX.

*He is not to
endanger the
springing of
masts or yards
by carrying
too much sail.*

He is never to carry so much sail as to endanger the springing of any mast or yard, unless some particular service shall require it; and when it does, he is to see that all the men of the watch are in their stations, ready to shorten sail the moment any increase of wind or other circumstances shall make it necessary.

X.

*To see that
the Master at
Arms and
Corporals go
their rounds
every half
hour to pre-
vent any irre-
gularity.*

In the night he is to take care that the Master at Arms and Corporals, in their respective watches, are very particular in going their rounds, and that they visit all parts of the Ship every half hour, to see that there is no disturbance among the men; that no candles nor lamps are burning, except those which are expressly allowed; and that no man is smoaking tobacco in any other place than the galley, and to report to him when they have done so.

XI. He

XI.

He is to direct the Carpenter, or one of his Mates, to sound the well, and to see that the Ports are well barred, twice at least in each watch; and the Gunner, or one of his Mates, to examine, once at least in each watch, the state of the lashing of the guns; and to report to him when they have done so.

To direct the Carpenter to sound the well &c. twice in each watch, and the Gunner to examine the lashing of the guns once in each watch.

XII.

In the morning he is to direct the Boatswain to examine the state of the rigging, and the Carpenter that of the masts and yards; he is to receive their reports, and to inform the Captain of any defects they may discover.

To direct the Boatswain to examine the rigging and the Carpenter the masts and yards.

XIII.

He is never to change the course of the Ship without directions from the Captain, unless it be necessary to avoid some danger.

Not to change the course of the Ship without directions from the Captain.

XIV.

If the Ship belong to, or is in company with, any Fleet or Squadron, he is to direct some careful Officer to observe the Signals made by the Admiral; but he is never to answer any Signal, whether general, or addressed particularly to the Ship to which he belongs, until he is certain that he sees it distinctly, and understands for what purpose it is made;

When in a Fleet or Squadron he is to direct a careful Officer to observe the Admiral's signals.

*to see that
lanthorns for
making night
signals are
ready and in
good order,
and that a suf-
ficient number
of unshotted
guns are ready
for being fired
and that no
other lights be
shewn when
signal lights
are hoisted.*

made; and he is, every evening before it is dark, to see that lanthorns with candles and every thing necessary for making Signals in the night, are ready and in good order; and that a sufficient number of guns, not shotted, are ready for being fired; and he is to be particularly attentive in preventing any other lights being shewn in the Ship, when Signal Lights are hoisted; and when at Sea, that no lights may be seen from the Cabins or any other part of the Ship.

XV.

*To be atten-
tive to the
guns fired by
the Admiral
during a fog.*

During a fog, he is to be particularly attentive to the guns fired by the Admiral that, by observing any alteration which may take place, either in the direction or the strength of the report, he may take such steps as may be necessary to prevent the Ship's being separated from the Fleet. He is to be very careful to order the drum to be beaten, and the bell to be sounded, according to the tack the Ship may be on, for the information of Ships that may be near.

*To order the
drum to be
beaten and the
bell to be
sounded.*

XVI.

*To see that
every occur-
rence be en-
tered on the
Log-board.*

He is to see that every occurrence worthy of notice during his watch be properly entered on the Log-board, and that all signals made in the Fleet are correctly minuted in such manner as the Captain shall direct: and he is, at the end of his watch, to sign the Log-board and the report of signals with the initials of his name; and when the occurrences of the day, and the report of the signals have been

been entered in the Log-book, he is to sign that with the initials of his name at the end of each watch which he kept.

XVII.

He is to keep a Log-book according to the form (N^o. 25) in the Appendix, carefully inserting the information required in each column as far as the situation of the Ship will admit, with whatever additional information, useful to navigation, or to His Majesty's service, his observations may have enabled him to obtain; and at the end of the voyage, or when he wishes to receive his pay, he is to send it, signed by himself, to the Navy Board.

To keep a Log-book according to the form (No. 25) in the Appendix.

To be sent to the Navy Board.

XVIII.

He is constantly to ascertain the latitude by observation at noon or by double altitudes, as circumstances may require, and to keep an account of the Ship's way, specifying the course steered and the distance run for each twenty-four hours, with the latitude and longitude she is in, and the bearings and distance of some principal head-land from which she sailed, or towards which she is going, with any other particulars, and in any form, that the Captain shall direct: which account he is to deliver to the Captain every day as soon after noon, as the other duties of the Ship will allow.

To observe the latitude by observation and keep an account of the Ship's way.

Z

XIX. He

XIX.

Not to make signals, except to warn Ships of dangers, without the direction of the Captain.

He is not to make any signal, either in the day or the night, except such as may be necessary to warn Ships of any danger to which they might be exposed, without being directed so to do by the Captain.

XX.

To see that, in time of action the men are at their quarters.

In time of action, he is to see that all the men under his command are at their quarters, and that they do their duty with spirit and alacrity. He is to be particularly attentive to prevent the men from loading the guns improperly; from firing them before they are well pointed; and from wetting them after they have been fired; and he is very carefully to prevent their making any improper accumulation of powder in any part of his quarters.

XXI.

To keep good order and regularity among the Ship's company.

He is to be attentive to the conduct of all the Ship's Company; he is to prevent all profane swearing and abusive language; all disturbance, noise and confusion; he is to enforce a strict obedience to orders, a proper respect to all superiors, and an observance of discipline and good order; and he is to report to the Captain all those whose misconduct he shall think deserving of reprehension or punishment.

XXII. He

XXII.

He is to be particularly attentive to the division of Seamen, put under his inspection; he is not only to examine their clothes on the days appointed, but he is also to see that they are at all times as clean as the duties of the Ship will allow, and particularly that they keep their persons clean by washing themselves frequently; he is to watch with particular attention over their conduct, to see that they are quiet, orderly, and obedient; to observe attentively the progress they make in their various duties as seamen, and frequently, with the approbation of the Captain, to exercise them in such of those duties as circumstances will allow. He is also to see that the Master's Mates and Midshipmen are attentive in performing their duty with regard to the sub-divisions placed under their inspection.

To be particularly attentive to the division of Seamen under his inspection.

To see that they keep their clothes and persons clean.

XXIII.

The junior Lieutenant, in addition to his other duties, is to have the direction of all men ordered to be taught the use of musketry; he is to see that the Master at Arms and Ship's Corporals are attentive to their duty, and he is, with the approbation of the Captain, frequently to exercise the men himself. He is also frequently to inspect the muskets and other small arms, to see that they are kept clean and in perfect condition for service.

Junior Lieutenant to have the direction of the men to be taught the use of musketry.

He is frequently to inspect the muskets.

XXIV.

No boat to come alongside or leave the Ship without directions from the Lieutenant of the watch, Provisions, Stores and Water to be cleared without delay.

No Boat is to be allowed to come alongside, or to go from the Ship without directions from the Lieutenant of the watch. When Vessels or Boats come on board with Provisions, Stores, Water, &c. he is to see they are cleared without delay, and that the articles are taken into the Ship with the utmost care to prevent their suffering any damage: and when any Provisions, Stores, empty Casks, &c. are to be sent out of the Ship, he is to be equally attentive in causing them to be put into the Vessels or Boats appointed to receive them.

XXV.

Lieutenant called by signal on board a Flag Ship is to carry with him an order book.

When a Lieutenant is called by Signal on board a Flag Ship he is to carry with him an Order-book, in which he is to enter any orders that may require it, whether given him verbally or in writing.

XXVI.

Senior Lieutenant to be responsible for every thing done in the absence of the Captain.

In the absence of the Captain, the senior Lieutenant on board the Ship is to be responsible for every thing done on board; he is to see every part of the duty as punctually performed as it could be if the Captain were present. He may put under arrest any Officer whose conduct he shall think so reprehensible as to require it; and he may confine such men as he shall think deserving of punishment; but neither he, nor any other Lieutenant who may become

Commanding

Commanding Officer, is to release an Officer from his arrest, ^{one, nor pu-} ~~nish the other,~~ nor to release, nor punish, any man who has been confined, which is to be done by the Captain only; unless he be ab- ^{Exceptions} ~~sence~~ absent from the Ship with leave from the Admiralty, or from the Commander in Chief, in which case it is to be done only by the senior Lieutenant commanding the Ship in his absence.

CHAP. II.

CHAP. II.

Master.

ARTICLE I.

To be constantly attentive to his duty, and to execute all orders he may receive from the proper Officers.

A MASTER, when appointed to one of His Majesty's Ships, is to be constantly attentive to his duty, and diligently and punctually to execute all orders he may receive from the Captain or any of the Lieutenants of the said Ship, or from any Flag Officer, or the Captain of any other Ship, for His Majesty's service.

II.

How he is to proceed, with regard to the stowing of her hold.

If the Ship be newly commissioned, he is to obtain the most correct information he can of the manner in which the hold was stowed, when she was last in Commission, and what were then her qualities, that the stowage may be altered if there be reason to suppose it may be done with advantage. If the Ship shall not have been at Sea, the Master is to consult the Master Shipwright of the Dock-Yard on what may be the best manner of stowing her. But

if

if he find the hold already stowed, he is to inform himself how it has been done; and he is attentively to examine her qualities at Sea, that he may suggest such alteration in her stowage as he may think likely to improve them.

III.

He is to be present himself at the stowing of the hold; he is to see that the Ship has the proper quantity of iron and shingle ballast, which he is to stow under the direction of the Master Attendant of the Dock Yard where the Ship is fitted out, in the manner best calculated to preserve the trim of the Ship, to make room in the hold, and to admit of the stowage of the water and provisions without risk of damage to the casks.

To be present himself at the stowing of the hold.

To see that she has the proper quantity of iron and shingle ballast.

IV.

He is to examine every Vessel which carries ballast to the Ship, to see whether it be laden to its proper marks; he is to see that the ballast is sweet and clean, before he allows it to be taken into the Ship; and he is to examine every Vessel when it is cleared, to see that there is no water in her, nor any weighty materials which may have contributed to sink her in the water; and he is then to give the Master such Certificate as he shall be convinced is just, specifying always the draught of water of the Vessel before and after her being cleared. And when ballast is to be sent from the Ship, he is to take similar precautions to prevent frauds in the Vessels which carry it away.

To examine the Vessels which carry ballast to or from the Ship.

V. He

V.

*To stow away
in the hold as
much wood as
possible.*

He is to stow away as much wood in the hold as possible; and if it should appear to him that the quantity of wood and coals, sent on board, will not be sufficient for the time for which the Ship is victualled, he is to report it to the Captain.

VI.

*To be present
when Stores or
Provisions are
received on
board.*

*If any appear
to be defective
to report it to
the Command-
ing Officer on
board.*

He is to be present when Stores or Provisions are received on board; he is to see them carefully and expeditiously hoisted in, to prevent their being damaged; and if any of them should appear to him to be in any respect defective, he is to report it to the Captain, or the Commanding Officer on board, that they may be surveyed as soon as the service will admit, and then disposed of, in conformity to the report.

VII.

*Old Provi-
sions to be so
stowed, as to
be first ex-
pended.*

If any Provisions are pointed out to him as being older than the rest, he is to stow them so as to admit of their being the first hoisted up; and on receiving any subsequent supplies, he is, whenever circumstances will admit, to put the new provisions under the old, that they may be the last expended.

VIII.

*To enter in the
Log-book a*

When the stowage of the hold is completed, he is to enter

in the Log-book a particular account of the manner in which it was done, specifying the quantity of iron and shingle ballast in each hold, and the manner in which they are arranged; with the size and number of casks in each tier, and the manner in which they are disposed.

particular account of the stowing of the hold.

IX.

He is to be particularly careful in observing that the ends of all the inner cables are securely clinched; that the cables are properly spliced and coiled in the tiers; that the rounding is well put on, and carried far enough to secure the cable from being chafed when it is across the cut-water.

Precautions respecting the cables.

X.

He is to keep the keys of the after-hold and spirit-room, which, when they are wanted, he is to deliver to one of the Master's Mates only, strictly charging him not to suffer a light to be carried into the spirit room; to attend himself, without quitting on any account, either the spirit-room or after-hold while it is open; to see it properly secured when the service for which it was opened is executed, and to return the keys to him as soon as he has done so.

To keep the keys of the after-hold and spirit-room. Master's Mates only to be entrusted with them when wanted.

XI.

He is to see that the sails are properly fitted with points, robands, earings, &c. ready for being brought to the yards;

To see that the sails are properly fitted to be brought to the yards &c.

A a

and

and that the Boatswain has always a sufficient number of spare points, robands, gaskets, mats, plats, knippers, &c. ready for any purpose for which they may be wanted.

XII.

To observe the quantity of every species of provisions hoisted up from the hold.

He is to be attentive in observing the quantity of every species of Provisions hoisted up from the hold, that, if it should appear to be more than is necessary for the use of the Ship's company, he may inform the Captain. He is to attend also to the quantity of wood and coals hoisted up that he may prevent any improper expenditure of them.

XIII.

To be careful in preventing an improper expence of water.

He is to be particularly careful to prevent any waste or improper expence of water; he is never to allow of its being started, nor pumped out in the hold, without particular directions from the Captain nor to suffer more to be hoisted up in a day than the quantity allowed to be used.

XIV.

To report to the Captain the quantity of beer and water expended every twenty-four hours.

He is every day, at noon, to report to the Captain the quantity of beer and water expended during the last twenty four hours, and the quantity remaining on board.

XV.

To visit frequently the

He is frequently to visit the store-rooms of the Warrant Officers.

Officers, to see that they are kept as clean and as well ventilated as circumstances will admit; that nothing but the Stores of the Ship is put into them; and that the Stores are arranged with such regularity, as to admit of any of them being readily found when wanted.

Warrant Officer's store-room.

XVI.

He is to visit frequently the cable-tiers, to see that they are kept clean, and that no injury is done to the cables; and he is to direct the Master's Mates to be very careful in preventing any accumulation of dirt in the hold, and to take every opportunity of collecting and throwing over-board any that may be found there.

To visit frequently the cable-tiers, to see that they are kept clean &c.

XVII.

He is frequently to inspect the sail-rooms to see that they are dry and the sails in good order; he is to give orders for the sails being repaired immediately on discovering that they require it; and if he should find them, or any of the Stores, at any time, likely to be damaged by damp or by any other cause, he is immediately to represent it to the Captain.

To inspect frequently the sail-room to see that they are dry and the sails in good order.

XVIII.

He is to be extremely attentive in preventing any unnecessary expence of casks, or any damage being done to them by improper violence in stowing them, or getting them

To prevent any unnecessary expence of casks,

A a 2

into,

not to allow them to be shaken without an order in writing from the Captain to the Purser. into, or out of, the Ship; he is never to allow them to be shaken without an express order in writing from the Captain to the Purser for that purpose, at the back of which Order he is to certify the number of each description of casks which have been shaken in consequence of it.

XIX.

To see that the bungs are taken out of the casks when the water is started, Whenever it shall be necessary to break up, or to clear, the hold and to start the water, he is to see that the bungs are carefully taken out of the casks, and the water started upon deck from the bung-holes, and that the empty casks are carefully lowered into the Vessels appointed to receive them; as the expence attending the repairs of, or any considerable damage done to, the casks by breaking in the heads or staves, or by throwing them over the gun-wales, &c. will be charged against his pay; but if he shall be prevented from taking such care, by the interference of any superior Officer, he is to represent the conduct of such Officer to the Captain, that the expence of repairs may be charged against his pay.

XX.

To see that the anchors and cables are perfectly clear when the Ship is about to anchor. When there is a probability of the Ship's anchoring, he is to see that the anchors and cables are perfectly clear for running, that the stoppers and ring-ropes are in good order, and that every thing is ready for bringing her up properly, especially when she is to anchor in high winds, or in strong currents.

XXI. When

XXI.

When the Ship is at single anchor, he is to be very attentive in keeping the anchor clear, and in preventing the cable from being chafed ; and when she is moored he is to keep the hawse clear ; and should it at any time become foul beyond a cross, he is to represent the same to the Captain or Commanding Officer that it may be immediately cleared ; he is to see that the rounding is in good order, and that the Ship is not girt by being moored too taught.

When at single anchor to be attentive in keeping the anchor clear, &c.

XXII.

He is frequently to examine into the state of the rigging ; he is to see that the standing rigging is always kept well set up, and he is always to attend himself when it is setting up ; he is also to examine frequently the running rigging, and to inform the Captain when any part of it appears to be no longer serviceable.

To examine frequently the state of the standing and running rigging.

XXIII.

At the end of every week he is to examine the Boat-swain's and Carpenter's accounts of Stores expended, and at the end of every Month he is to sign their Expence Books, which he is to examine with very great attention before he signs them, to prevent the insertion of expences which have not been made, or an improper account of those which have.

To examine the Boat-swain's and Carpenter's accounts once a week, and to sign their expence books once a month.

XXIV. He

XXIV.

To see that the compasses, hour and other glasses are taken care of, that the log-lines and lead-lines are correctly marked.

He is to see that the compasses, the hour and other glasses, are properly taken care of; he is to try them and to compare them with each other frequently, to ascertain and prevent the bad effects of any error which may be in them; and he is to see the log-lines and lead-lines correctly marked and at hand whenever they may be wanted.

XXV.

To provide himself with charts, books and instruments.

He is to provide himself with such Charts, nautical Books, and Instruments as are necessary for astronomical observations and all other purposes of Navigation.

XXVI.

To have the charge under the command of the Captain, of navigating the Ship.

He is, under the command of the Captain, to have the charge of navigating the Ship; he is to represent to the Captain every possible danger in or near to the Ship's course, and the way to avoid it, and, if it be immediate, to the Lieutenant of the watch. Whenever the Ship is approaching the land or any shoals, he is to be upon deck and to keep a good look-out, always sounding to inform himself of the situation of the Ship.

XXVII.

To deliver to the Captain.

He is every day at noon, or as soon after as can be done, to

to deliver to the Captain an account of the situation of the Ship, the latitude and longitude she is in, the variation of the compass ; the bearing and distance of the place sailed from, or of that to which the Ship is bound, and any other particulars which the Captain shall direct.

every noon, an account of the situation of the Ship, &c.

XXVIII.

He is to see that a sufficient number of Master's Mates and Midshipmen attend every day to observe the Meridian Altitude of the Sun, or to take double Altitudes if the obtaining of a Meridian one be doubtful, and he is to direct such as he shall think proper to assist him in making any other observations or calculations which he may think necessary.

To see that a sufficient number of Master's Mates and Midshipmen take the necessary observations.

XXIX.

When the Ship is in Pilot-water, although there be a Pilot on board to take charge of her, the Master is to be always attentive to the manner in which she is conducted: he is to see the lead carefully hove though the Pilot should not require it; and is to have every thing prepared for anchoring at the shortest notice; and if he perceive the Ship standing towards danger, or if he have reason to think the Pilot not properly qualified to conduct her, he is immediately to inform the Captain.

To see that the Ship is properly conducted, and the lead carefully hove, although she be in Pilot water.

XXX. He

XXX.

To obtain information on various points wherever the Ship may go.

He is to endeavour to ascertain, with every possible degree of accuracy, the latitude, the longitude, and the variation of the compass of every place he goes to, and of every remarkable head-land which he passes. He is also to ascertain the setting and velocity of the currents; the time of high water at the full and change of the Moon; the directions of the tides, with the extent of their rise and fall. He is to observe and to describe, as particularly as he can, the appearances of Coasts, pointing out all remarkable objects by which one part may be distinguished from another. He is to apply to the Captain, whenever he thinks the service will admit of it, for Boats to survey any Coasts or Harbours which are near, and he is to enter all the observations he makes, and all the information he obtains, in a book according to the form (N^o. 28) in the

and to insert it in a book according to form (N^o. 28) in the Appendix.

To deliver to the Captain a correct copy at the end of every six months.

to be transmitted by the Captain to the Admiralty.

Appendix, all the columns of which he is to fill with every possible degree of correctness. He is frequently to deliver this book to the Captain to be examined by him, and, at the end of every six Calendar Months, he is to deliver to him a correct copy containing all the observations made and information obtained, during the last six months, accompanied by the charts of all surveys taken, and the views which have been drawn of the coasts in that period; which book the Captain is to transmit, by the first safe opportunity, to the Admiralty: and at the end of the voyage, or before he leaves the Ship at any time, he is to deliver to the

Captain

Captain, to be by him transmitted to the Admiralty, a Copy of such book containing the observations, &c. and a set of Charts containing the Surveys, Views, &c. taken during the whole of the time of his having been Master of the Ship.

XXXI.

He is carefully to examine the Charts of every Coast on which the Ship may be employed and, at the end of the Book of Observations, he is to insert a list of the Charts he has examined, specifying by whom, and at what time, they were published, with such opinion as he may have been able to form of their correctness or inaccuracy; distinctly pointing out every error he may discover, and giving his reasons for believing it to be an error. He is also to insert an account of every rock or shoal he may discover, which was either not known, or but imperfectly known before; very carefully describing its bearings and distances from some remarkable points, with its size, the depth of water on it at different times of tide, the soundings near it, and any other circumstances relating to it which may be worthy of notice; all which he is to insert also in the Ship's Log-book at the time of the rock's being discovered.

To examine the Charts of Coasts and make his observations on their correctness or inaccuracy.

To insert an account of every rock or shoal he may discover,

and also to insert it in the Ship's Log-book.

XXXII.

He is to have the charge of the Ship's Log-book, which is to be written by the Master's Mates under his immediate inspection; he is every day to compare it with the Log-book which is to be written by the Mas-

B b

board,

*ter's Mates
under his in-
spection.*

*Particulars to
be entered in
the Log-book*

*State of the
weather, di-
rection of the
winds &c.*

*loss of masts,
yards, boats,
&c.*

*the receipt,
supply, loss,
survey &c. of
Provisions.*

*Quantity of
Stores pur-
chased for the
Ship.*

*Alteration
made in the
allowance of
provisions.
Marks and
numbers of*

board, to see that every circumstance which has occurred is properly entered in it; and he is to send it immediately to the Lieutenants that they may sign the initials of their names at the end of their respective watches, while that which happened in them is still fresh in their memories. In the Log-book he is to enter, with very minute exactness, and agreeably to the form (N^o. 25) in the Appendix, all the following circumstances, viz: 1st. The state of the weather, the directions of the wind, the courses steered, and the distances run, with every occurrence relating to the navigating of the Ship; the setting and velocity of currents and the result of all astronomical observations made to ascertain the situation of the Ship, the variation of the compass, &c. &c. 2nd. The loss of masts, yards, boats, &c. the splitting of sails, the blowing away of flags and colours, and all other accidents, with the quantity of each article lost, and the quantity saved. 3rd. Every circumstance relating to the receipt, supply, loss, survey, and returns of slop clothes, provisions, casks, and water; specifying from whom they are received, and to whom they are supplied or returned, and by whose order, if any order be given, with the number of casks, and packages, written in words at length. 4th. An account of the quantity of every species of Stores purchased for the Ship, or received from, or supplied to, any other of His Majesty's Ships, or any Merchant Ship, or any Foreign Ship of War or Arsenal. 5th. Every alteration made in the allowance of provisions, specifying by whose Order such alteration was made. 6th. The marks

marks and numbers of every cask of Provisions, or bale of Slops, opened for the use of the Ship's company, with the quantity it is said to contain, the quantity it is found to contain, and the difference if there be any.

every cask of provisions &c.

7th. The time when any hired Vessel is first employed, and the time she is discharged; the name of the Vessel, of the Master, and of the person from whom she is hired; her burthen in tons, and the number of men employed in her; by whose order, and for what purpose, she is hired, and the cause which makes it necessary to hire her, rather than employ the Boats of the Ship or Squadron.

The time when any hired Vessel is first employed and when discharged.

8th. An account of the number of any men employed on board who are to be paid for the service they perform, whether hired for that service, or lent from other Ships, mentioning the day on which they began, and the day on which they ceased, to work: and the number mustered every day. Every entry of the receipt, expenditure, loss, &c. of Stores or Provisions is to be carefully examined by the Officer who has the charge of them, who is to signify that the account is correct, by signing his name at the bottom of it. After the Log-book has been signed by the Lieutenants, no alteration, however trifling, is to be made in it, without the approbation of the Captain and the perfect recollection of the Lieutenant of the watch, that such alteration is proper.

An account of men employed on board whether hired or lent from other Ships.

No alteration to be made in the Log-book after it has been signed by the Lieutenants.

XXXIII.

At the end of every six Calendar Months, he is to deliver a copy of the Log-book, for those six months, signed by himself, to the Captain, to be transmitted by the first safe opportunity

Copy of Log-book to be delivered to the Captain at the end of every six months

and the original Log-book at the end of every twelve months. opportunity to the Commissioners of the Navy: and at the end of every twelve Calendar Months, he is to deliver the original Log-book, signed by himself, to the Captain, to be

kept by him until the Ship is paid off, and then to be sent to the Secretary of the Admiralty. If the Master be superseded, he is to sign the original Log-book then in his possession, and to deliver it to his successor, who is to give him a receipt for it; and the Captain is to give him a certificate whenever he delivers a Log-book to him; which receipt and certificate will be required at the Navy Office to entitle him to receive his pay.

XXXIV.

To examine with scrupulous attention the state of all Stores and Provisions ordered to be surveyed.

Whenever he shall be ordered to survey Stores or Provisions reported to be decayed or unserviceable, he is to examine the state of each article, with the most scrupulous attention, never trusting to any representation or opinion of others, but making his report so conscientiously that, when called upon to confirm it on oath, which may frequently

To point out the cause of the defective state of such Stores and Provisions.

happen, he may be perfectly ready to do so. He is, as far as his judgment shall enable him to determine, to point out the cause to which the defective state of such Stores or Provisions is to be attributed, particularly mentioning every appearance of neglect or inattention in those who have had the charge of them. If he find any articles, no longer fit for the service for which they were intended, he is to mention, in his report, any other service for which he shall think them fit.

XXXV. Whenever

XXXV.

Whenever he shall be ordered to survey the Stores remaining in a Ship, whether they are to remain in charge of the same Officer or to be transferred to another, he is to examine them with such attention as to be able, when required, to make oath to the Truth of his report of them, as well to their quality as their quantity ; never allowing any article to be inserted in the report without being satisfied that it is on board the Ship.

To examine with great attention the Stores remaining in a Ship which may be ordered to be surveyed.

XXXVI.

He is to examine with particular attention all Muster books, Tickets, Vouchers for Stores, and all other papers and accounts before he signs them, as he will be made responsible, not only for such as he shall be found to have signed, knowing them to be false ; but also for all mistakes in such books, accounts, &c. by which, through his neglecting to correct them, the public shall suffer any loss.

To examine with particular attention all Muster-books, Tickets, Vouchers for Stores, &c.

XXXVII.

He is to inform the Captain whenever it is probable that rope of any discription may be wanted in the Ship ; and when the rope-maker is ordered to make it, he is to attend frequently to see that he is deligent, that the rope is well made, and that there is no waste of the yarns ; he is to receive from him every day an account of the rope he has made,

To inform the Captain when rope may be wanted in the Ship.

To attend to rope-maker to see that there is no waste of the yarns, &c. to see that the

Boatswain

*charges him-
self with the
whole of the
quantity
made.* made, which is to be entered in the Log-book, and he is to see that the Boatswain charges himself properly with the whole of the quantity made.

XXXVIII.

*No claim for
pilotage to be
paid him
abroad, but
certificate to
be transmitted
to the Navy
Board.* Any claim that he may have for pilotage, he is in no case to receive abroad, but is to transmit the certificates of the same to the Navy Board, by whom payment will be ordered.

CHAP. III.

Pilot.

ARTICLE I.

A PILOT, taken on board any of His Majesty's Ships for a temporary service, shall be borne on a list of supernumeraries for Wages and Victuals, and shall be discharged as soon as the service is performed; the Captains giving him Certificates, in which are to be particularly specified the dates of his Entry and Discharge, and the Ports or Channels into, or out of, which he had conducted the Ship. But a Pilot employed on any service, which may require his permanent residence on board, shall be borne as part of the complement, and shall have, if he requires it, a certificate once in every three Calendar Months, stating the whole of the services performed by him within that period, to enable him to receive his wages; and when he leaves the Ship, a certificate from the day following that for which he has already received a certificate. On all occasions when a Ship

Pilots on temporary service to be borne on a list of supernumeraries for wages and victuals.

Certificates to be granted by the Captain.

If permanently employed to be borne as part of the complement.

The hand lead to be kept constantly going when a Ship is in Pilot-water. Ship is in pilot-water, or in the neighbourhood of the land, of rocks, or of shoals, the Captain is to take particular care that the hand-lead be kept constantly going, whether the Pilot or the Master think this precaution ne-

In case of danger or getting on shore by neglect of this precaution, the Captain to be accountable. cessary or not; and if it shall appear that a Ship has been brought into danger of running on shore, or has been wrecked by a neglect of this precaution, the Captain will be accountable for it.

II.

Captain to order a berth for the Pilot; The Captain shall order a berth to be enclosed for the Pilot in a situation convenient for his attending to his duty; and shall direct his being furnished during his stay on board with a hammock and a set of bedding. He is to consider *to consider him as of equal rank with the Warrant Officers.* him as of equal rank with the warrant Officers, and is to see that he is treated with proper attention and respect.

III.

Captain sailing from the Thames or the Nore, to apply to Commissioners of the Navy for Pilots; Captains of Ships which are to sail from the River Thames, or the Nore, are to apply to the Commissioners of the Navy for Pilots, and are to employ those only who shall be sent them by the Trinity-house of Deptford Strond; but *but those sailing from the Downs to employ Dover pilots.* Captains of Ships which are to sail from the Downs to the Nore or the Thames, are to employ Pilots belonging to the Society of Pilots at Dover.

IV. A

IV.

A Pilot is not to be employed, except where it has been the practice to employ one, or in Ports or Channels which have not been frequented by His Majesty's Ships, unless the ignorance of the Master shall make it necessary, which is to be specified in the Pilot's certificate that, if it be thought proper, the amount of his wages may be deducted from the Master's pay.

Where and in what cases a Pilot is not to be employed.

V.

The Captain is to order every thing, relating to the navigating of the Ship, to be performed as the Pilot shall require ; but he is to attend particularly to his conduct, and if from his own observation, or from the Master's report, he shall have reason to believe the Pilot not to be qualified to conduct the Ship, or that he is carrying her into danger, he is to remove him from his charge ; and to take such measures for the safety of the Ship as circumstances may require. The time of the Pilot being so removed is to be noted in the Ship's Log-book. The Captain is to make himself well acquainted with the passages through which Ships are to be carried by Pilots, as far as books and charts can inform him. And if the Ship be damaged by the ignorance or negligence of the Pilot, where a common degree of seamanship would have prevented the disaster, the Captain will be deemed culpable of neglecting a material part of his duty.

Captain to order what the Pilot shall require respecting the navigating of the Ship.

Captain to make himself acquainted with passages through which Ships are to be carried by Pilots.

VI.

Three certificates to be given to a Pilot employed abroad.

A Pilot employed abroad shall receive three certificates of the services he performs (to be marked respectively 1st, 2nd, and 3rd) of the same tenor and date, and shall have the option of being paid the amount due thereon, either abroad or at home: but in order to prevent payment of the duplicate or triplicate abroad, when the first certificate may have been paid at home, or *vice versa*, the three are to be made payable at one and the same place, the name of which is to be written in each certificate: should two of the set be lost, payment will be made on the third when presented.

VII.

Foreign Pilots to be paid according to the usual rate of the country in which they are employed, by bills on Navy Board.

Foreign Pilots are to be paid according to the usual rate of the country in which they are employed, and the Captains of His Majesty's Ships, where there is no Naval Officer, shall in all cases where it may be in their power to do so, pay them by bills drawn upon the Navy Board, transmitting to that Board at the same time, as a Voucher, a certificate from the signing Officers of the Ship of the service performed, a receipt from the Pilot (except the bill is drawn in his favor) and a certificate from the Governor or Consul, or two respectable merchants, stating that the charges are at the usual rate and, if the amount is in currency, that the exchange at which it is reduced into sterling is at the current rate of the day. The charges are to be stated in the Voucher in currency as well as in sterling, whenever

whenever the payment is made in the former. If it should not be in the Captain's power to draw bills he is to grant the Pilot three certificates as pointed out in the former article, to be paid either by the Consul or the Navy Board at the Pilot's option, sending to the latter a copy of the certificate.

Or to grant him three certificates as in preceding article.

VIII.

As an encouragement to Masters and second Masters to make themselves acquainted with the navigation on every coast where they may be employed; the Captain of any of His Majesty's Ships, not being able to procure Pilots where Pilots are required, and being satisfied of the ability of either of them to conduct the Ship, may put her under his charge (preferring, if qualified, the Master) and if he execute the service properly, he shall, provided he has upon examination at the Trinity-house been found qualified to take charge of such a Ship as Pilot for the place mentioned in the certificate, have the full allowance made to a Pilot for the like service, provided the service performed is in the North or Baltic Sea, but on all other stations or services, whether at home or abroad, he is to receive half pilotage only. The Master or any other person is not to receive payment for such services abroad, but is to receive three certificates for the same, in the manner pointed out in the 7th article, which are to be presented for payment at the Office of the Commissioners of the Navy.

Masters and second Masters to be allowed to take charge of the Ship where Pilots are not to be had, if qualified,

where he is to receive full, and where half Pilotage.

IX.

*Masters of
hired armed
Vessels to take
charge of
them on all
ordinary cases
of cruising or
pilotage.*

As by their Contracts, the Owners of hired Ships, Cutters, and other armed Vessels, are to provide for them Masters who have been accustomed to sail in Ships and Vessels of this description, it is incumbent upon the latter, to take charge of them upon all ordinary cases of cruising or pilotage, where it is not usual for a King's Ship to employ a Pilot extra; and it having been deemed advisable, in order to prevent any unnecessary expense to the public on this account, to require as indispensable to the payment of certificates for pilotage of hired Vessels, that they be approved by the Commander in Chief, or Commanding Officer on the station; or that his order for the employment of the Pilot is produced. The Commanders in Chief and Commanding Officers are required to pay due attention to this particular, and govern themselves accordingly.

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. VII.---CHAP. I.

General Instructions for Warrant Officers.

ARTICLE I.

THE Warrant Officers of His Majesty's Ships, when in *Warrant Officers of Ships in Ordinary to examine frequently the* Ordinary, are to examine frequently the condition of the store-rooms appointed to receive their respective Stores, *store rooms, and report their defects to the Master Shipwright.* and are to inform the Master Shipwright of the Dock Yard of any defects in them which may require to be repaired; that they may be fit to receive the Stores whenever the Ship shall be put into Commission; and when any Ship is commissioned, the Warrant Officers are to use their utmost endeavours to get their Stores on board as expeditiously as the other duties, necessary to the equipment of the Ship, will admit.

II. When

II.

To see that the Stores received are good in quality and in proper quantity.

When they receive Stores on board, whether at the fitting out of the Ship, or in any subsequent supply, they are to be very particular in ascertaining that they are good in quality, and that they receive the full quantity specified in the Note sent with them; and they are immediately to report to the Captain any defect or deficiency which they may discover in them.

III.

To indent for all the Stores they receive,

and be careful that they do really receive all they indent for.

They are to indent for all the Stores they receive from His Majesty's Dock yards, as well as from His Majesty's Ordnance Magazines, before the Ship proceeds to Sea; and they are to be very careful in observing that they do really receive all those for which they indent, as they will always be considered as having received them.

IV.

To keep an Account of the receipt, expenditure, &c. of Stores according to a form.

They are to keep an account, according to the forms delivered to them, of the receipt, expenditure, (expressed in words, and not in figures) condemnation by survey, or supplying of Stores; always specifying the Place where, and the Person from whom, the Stores are received, or the Person to whom they are supplied.

V.

Interlineations in the

There shall not be any interlineations in the accounts of

of Stores expended; but if an Officer shall discover that he had forgotten to insert in its proper place the expenditure of any article which had really been expended; he is to represent the circumstance to the Master who, being satisfied of the truth of such representation, is to allow it to be inserted in the account of expences for the next month, and to note his having done so in the Ship's Log-book, specifying in both the reason for its being so inserted.

*accounts of
Stores ex-
pended not
allowable.*

*But any
omission is to
be represented
to the Master.*

VI.

No waste of Stores not perishable will ever be allowed, except from unavoidable accidents, which are to be particularly mentioned in the Log-book, where the quantity of every article is to be specified. Two of the Principal Officers present at such accident are to certify that it happened; and if the quantity of the Stores lost be considerable, the quantity remaining is to be ascertained by Survey.

*No waste for
Stores not pe-
rishable will
ever be allowed
unless from
unavoidable
accidents.*

VII.

If Stores of any description be lost or damaged through the neglect, or by the misconduct, of any Officer or other Person; the Officer having charge of such Stores is to report such misconduct or neglect to the Captain, that the value of the Stores may be charged against the wages of the Person guilty of it.

*Stores lost or
damaged by
neglect or mis-
conduct of
any Officer,
their value to
be charged
against the
wages of such
Officer.*

VIII. Every

VIII.

*Every Officer
to keep his ac-
counts him-
self, and to
be responsible
for the conduct
of his Yeoman.*

Every Officer shall be responsible for the conduct of his Yeoman, to whom he is not to entrust the keeping of his accounts; but is to keep them with great accuracy himself. He is most carefully to avoid the stating of any Stores as being expended which have not been used, or the stating of them as having been expended for any other purposes than those to which they were actually applied.

IX.

*Every Officer
will be respon-
sible for Er-
rors in his ac-
counts, and
shall pay out
of his wages
the full value
of all Stores
improperly
expended.*

Every Officer shall be responsible for any errors he makes in his accounts; and he shall pay out of his wages the full value of all Stores not properly accounted for, or improperly expended, unless he shall produce an order from his Captain to expend them in a manner contrary to the regulations contained in these Instructions, and the allowed practice of the service.

X.

*Officers not to
suffer the
Yeomen to
take Stores
from the store-
rooms without
their express
order.*

Officers are not to suffer the Yeomen to take Stores from the store-rooms without their express order. They are frequently to examine the quantity remaining, and if they have doubts of its being as great as it ought to be, they are to apply for its being surveyed.

XI.

*To charge
hemselves*

When they are supplied with Stores by other Officers, whether

whether of the same Ship or of any other, they are to charge themselves with those Stores, and are to mention their having done so in the receipt they give for them. *with Stores supplied by other Officers.*

XII.

One Officer shall not supply another with Stores, nor lend any, without an order in writing from the Captain; and when he does supply or lend them, he is to demand a receipt in which the quantity of every article is to be written in words at length, and in which it is to be mentioned by whose order they were supplied; and he is also to give under his hand, to the Officer supplied, a voucher of delivery, specifying the Stores with the same particularity as the receipt. *One Officer not to supply another with Stores without an order in writing from the Captain.*

XIII.

Officers when appropriating rope, canvas, or any other article to use, are to be very attentive to conform to the established length and other dimensions of whatever it may be intended to make. *In appropriating rope, canvas &c. length and other dimensions to be attended to.*

XIV.

When they convert Stores to any other use than that for which they were originally intended, they are to expend them, in their accounts, as having been so converted, and are to charge themselves with whatever they convert them into. *Conversion of Stores to be stated in their accounts as having been converted.*

D d

XV. When

XV.

To be particular in stating the quantity of Masts, Sails, Colours &c. that may be lost or blown away.

When Masts, Sails, Colours or other Stores are blown away or lost, they are to be very particular in the quantity they expend in that manner, as they will probably be required to make oath to the truth of that part of their accounts.

XVI.

To apply to the Captain for a survey when Stores are damaged or worm out.

When Stores are damaged or worm out, the Officer who has charge of them is to apply to the Captain for their being surveyed; and after their being surveyed, he is to be careful to apply them to whatever use the surveying Officers shall appoint, charging himself with those articles into which he may be directed to convert them.

XVII.

To visit their store-rooms frequently, to see that they are kept clean and wellaired.

They are to visit their store-rooms very frequently to see that they are kept clean, that they are well aired, and that the Stores are so arranged, as to admit of any part of them being easily got at when wanted.

XVIII.

Not to carry lights into the store-rooms except in good lanthorns.

They are never to carry, nor to suffer others to carry, lights into their store-rooms except in good lanthorns, the doors of which are never to be opened in the store-rooms.

XIX. They

XIX.

They are strictly charged not to put into the magazine, *Not to put into the magazine, the wings, or store-rooms, any wine or spirituous liquors.* the wings, or any of the store-rooms, any wine or spirituous liquors; nor to keep any quantity in their cabins, except such as the Captain shall expressly permit them to keep there.

XX.

When the Ship is to be dismantled, either for the purpose of being refitted or being paid off, they are to be particularly careful in preventing their Stores, Rigging, &c. *To be careful to prevent their Stores from being cut or damaged in sending them on shore when the Ship is to be dismantled.* from being cut, or in any way damaged; they are to see that all the Stores they send from the Ship are tallied, and very carefully put into the Boats or Vessels which are to carry them, and to take every possible precaution to prevent their receiving damage in their way to the store-houses.

XXI.

When a Warrant Officer is about to be removed from a Ship, or when he wishes to pass his accounts, which he will be allowed to do at the end of every twelve Calendar Months, he is to apply to the Captain for a survey on his Stores, who will obtain from his Commanding Officer an order for that purpose, if his Ship be not alone and under such command, otherwise the Captain is himself to order the survey, that the quantity of Stores remaining on board may be correctly ascertained. *To apply to the Captain for a survey on Stores when a Warrant Officer is removed from a Ship or wishes to pass his accounts.*

D d 2

XXII. When

XXII.

*The Captain
to order a sur-
vey of Stores
when a War-
rant Officer
dies who had
the charge of
them.*

When a Warrant Officer dies, the Captain is immediately to apply to the Commanding Officer present, to order, or if the Ship be alone he is himself to order, a survey on the Stores remaining on board, one Copy of the Report of such survey is to be sealed up with the papers of the Officer who died, and another Copy is to be delivered to his Successor to be considered as his first charge.

XXIII.

*Warrant Of-
ficers are
strictly charg-
ed to survey
Stores with the
utmost atten-
tion.*

As all Warrants Officers may at times be called to survey Stores, they are strictly charged to perform that duty with the utmost attention, and to make all their reports with the strictest truth and impartiality, so that when called on, they may be able conscientiously to make oath to the correctness of the report they have made.

XXIV.

*In surveying
Stores they are
to point out to
what other
service they
may be appro-
priated.*

When ordered to survey Stores represented as being unfit for service, they are to examine every part of them very carefully, and if they find them unfit for the service for which they were originally intended, they are to point out in their report any other service to which they may be appropriated.

XXV. When

XXV.

When ordered to survey Stores for the purpose of ascer-
 taining their quantity, whether to enable the Officer, in
 whose charge they are placed, to pass his accounts, or to
 transfer them from one Officer to another; they are not to
 take any account of any part of them, from the Officer who
 has charge of them but, as far as it shall be possible for
 them to do so, they are themselves to ascertain their real
 quantity.

*To ascertain
 the real quan-
 tity of Stores
 ordered to be
 surveyed when
 they are to be
 transferred
 from one Of-
 ficer to another*

CHAP. II.

For the Gunner.

ARTICLE I.

*On a Ship
being com-
missioned the
Gunner is to
apply to ord-
nance store-
keeper for her
guns, &c.*

AS soon as one of His Majesty's Ships is ordered to be commissioned, the Gunner is to apply to the Store-keeper of the Ordnance at the Port for the established number of guns, with the proper quantity of ammunition and Stores, which he is carefully to examine before they are put into the hoys, and he is to report to the Store-keeper any imperfection or deficiency he may discover in them.

II.

*The Gunner
to see that
every gun is
put into its
proper car-
riage and
Port.*

The Gunner, having received directions for that purpose from the Captain, is to inform the Store-keeper when the Ship will be ready to receive the guns; he is to attend to receive them on board, and is to see that every gun is put into

into its proper carriage, and placed in its proper Port; N^o. 1 being the foremost gun on the laboard side, and N^o. 2 the foremost on the starboard side on each deck.

III.

He is, whenever other duties will admit of it, to employ his Mates and the Men of his crew, in fitting the breechings and tackles, that they may be ready for the guns when they are carried on board.

To employ the Mates and Crew in fitting the breechings and tackles.

IV.

He is to examine very carefully into the state of the Magazine, that he may be certain of its being properly fitted and perfectly dry, before the powder is carried on board; but if he should find any appearance of dampness, he is to report it to the Captain that it may be properly dried.

To examine that the Magazine be properly fitted and dry.

V-

He is to inform the Captain when the powder will be ready to be sent on board, that the fire in the Galley may be put out, before the Vessel which carries it is suffered to go alongside. While the powder is taking into the Ship, no candles are to be kept lighted, except those in the light room; nor is any man to be allowed to smoke tobacco. As soon as the whole is stowed in the Magazine, the Gunner

To inform the Captain when the powder will be ready to be sent on board;

no candles to be lighted when powder is taking into the Ship &c.

is

is to see the doors, the light-room and the scuttle carefully secured, and is to deliver the keys to the Captain, or to such other Officer as he shall appoint to take charge of them.

VI.

*Where powder
is to be taken
on board.*

The powder is to be taken on board at the following places only, unless ordered otherwise on particular occasions, viz: Plymouth Sound or Cawsand Bay, Spithead, Blackstakes, Longreach, River Thames; and Ships being ordered into any Port are to take out their powder before they pass either of those places.

• VII.

*Gunner not to
go into the
Magazine
without being
ordered,
precautions to
be observed.*

He is never to go into the Magazine without being ordered to go there. He is never to allow the doors of the Magazine to be opened but by himself; he is not to open them until the proper Officer is in the light-room; and he is to be very careful in observing that the men who go into the Magazine have not about them any thing which can strike fire, and he must take care that no Person enters the Magazine without wearing the leather slippers supplied by the Ordnance.

VIII.

*Not to keep
any quantity
of powder in
any other part*

He is never to keep any quantity of powder in any other part of the Ship than the Magazine, except that which the

Captain

Captain shall order to be kept in the powder-boxes, or powder-horns on deck ; and when he delivers cartridges from the Magazine, he is to be very particular in observing that they are in cases properly shut. And whenever it may be necessary to remove powder from the Ship, he is to use the utmost caution that all the passages to the Magazine may be wetted, so that accidents may be prevented.

IX.

He is not to stave, nor to convert to any other use, the empty powder barrels ; but is to keep them and, when the Ship comes into Port, to return them to the store-keeper of the Ordnance, who is directed to pay him one shilling for every empty barrel he shall return in good condition. He is to mark with white paint, in legible characters, those barrels into which powder has been returned from cartridges.

X.

He is to turn the barrels of powder once at least in every three months, to prevent the separation of the nitre from the other ingredients of the powder ; he is also to examine frequently the barrels and, if he find any of them defective, he is to remove the powder into some of the barrels which have been emptied. He is frequently to examine the cartridges which are filled, that he may remove the powder from any of them that he finds defective.

E e

XI. When

XI.

To use the different qualities of powder as the Ordnance shall direct.

When powder of various qualities shall be sent on board, he is to be very attentive in using them in the order which the Board of Ordnance shall prescribe.

XII.

To use the Stores and ammunition in the order they were put on board.

When any extra quantity of Stores or Ammunition is supplied for Foreign Service, he is to be attentive to use those first which have been the longest time on board, unless he shall receive particular directions to the contrary.

XIII.

To examine the guns, their locks and carriages, and small arms frequently.

He is frequently to examine the state of the guns, their locks and carriages that they may be immediately repaired or exchanged if they be defective; and he is frequently to examine the musketry, and all the other small arms, to see that they are kept clean and in every respect perfectly fit for service.

XIV.

To keep the shot-racks full of shot, powder-horns &c. full.

He is to be attentive in keeping the shot-racks full of shot; the powder horns and boxes of priming tubs full, and a sufficient quantity of match primed and ready for being lighted at the shortest notice.

XV. Guns

XV.

Guns received from the Ordnance Stores shall be scaled before they are loaded for service, and if it shall be necessary to scale them at any other time, the Gunner shall represent it to the Captain who is to give him an order for that purpose, in which the cause of its being done is to be particularly specified.

Guns to be scaled before loaded for service.

XVI.

In filling cartridges, whether for service, or for scaling, he is never to exceed the quantity specified in the table (N°. 29) in the Appendix, but he is to fill a sufficient number to be ready for quick firing, with such reduced quantities as the Captain shall direct.

In filling cartridges he is not to exceed the quantity specified in table (N°. 29)

XVII.

When a Ship is preparing for battle, he is to be particularly attentive to see that all the quarters are supplied with every thing necessary for the service of the guns, the boarders, firemen, &c. he is to see all the screens thoroughly wetted, and hung round the hatchways, and from them to the Magazine before he opens the Magazine doors.

When preparing for battle he is to see that every thing necessary for the guns &c. be supplied, that the screens are thoroughly wetted, &c.

XVIII.

He is, during an action, to take all opportunities of filling powder, that there may be no cessation of firing for

To take all opportunities of filling powder during an action.

want of ammunition; and he is to be attentive to send out cartridges with the quantity of powder reduced or increased as the Captain shall, from time to time, send him directions.

XXI.

To apply for a survey on powder, shot &c. after an engagement. After an engagement he is to apply to the Captain for a survey on the powder, shot, and other Stores remaining under his charge, that the quantity expended in the engagement may be ascertained.

XX.

When exercising men at the guns, to direct them point them carefully and spunge them well. When he is exercising the men at the guns, he is to see that they perform every part of their exercise with the utmost correctness, particularly explaining to them, and strongly enforcing, the necessity of their pointing the guns carefully before they fire them, and of spunging them well, with the touch-hole close stopped immediately after they have been fired.

XXI.

What proportion of ammunition is to be supplied for the guns and musketry. He is to supply, at such times as the Captain shall direct, ammunition for the guns and musketry, not exceeding in each month, for six months after the guns are first received on board, one charge of powder and one round shot for one third of the number of the upper deck guns, in Ships of two or three decks; or one fourth for Ships of one deck; and twelve charges of musket cartridges with ball, and

and twenty-four without ball, for each man of one third part of the Seamen of the Ship's company, and for all the Marines; not exceeding, after the first six months, one half that quantity for the guns, or muskets.

XXII.

He is to be careful in keeping the boxes of hand grenades and grape-shot in dry places, and to expose frequently the grape-shot to the Sun and wind, to prevent the bags from being mildewed. He is never to start the hand-grenades; but is to return those which are not used in the boxes in which he received them.

To keep the boxes of hand grenades and grape-shot in dry places.

XXIII.

He is never to allow any match to be burnt in the day, nor more than two lengths at the same time in the night, without being ordered so to do by the Captain. When match is burning, it is always to hang over water in tubs, and the Gunner's Mate of the watch is to attend to it.

Not to allow match to be burnt in the day, and always to hang over water in tubs.

XXIV.

If a detachment of Seamen or Marines shall at any time be sent from the Ship, the Gunner is to make out an inventory of the arms, ammunition, and Stores which are sent with it, which is to be signed by the Officer appointed to command the detachment, and to be witnessed by the Captain's

Inventory of arms ammunition and Stores to be sent with every detachment of seamen or marines going from the Ship.

To be examined on the return of the detachment, in order to determine whether the expeditures shall be allowed in the Gunner's accounts or charged against the pay of any one. Captain's Clerk, who is to examine the quantity supplied, And on the return of the detachment, the Gunner, in presence of the Officer who commanded it, and the Captain's Clerk, is to examine the arms, &c. which are brought back, and to report the deficiency if any, in each article to the Captain; who, from the manner in which the Officer shall account for such deficiency, will determine whether it be proper to allow the articles to be expended by the Gunner in his accounts, or charged against the pay of the Officer or any person under him, by whose carelessness or misconduct the whole or any part of them was lost or destroyed.

XXV.

Precautions to be taken when a salute is to be fired. When a salute is to be fired, the Gunner is to be very attentive to take such precautions in drawing the guns as may insure there not being a shot in any of them; and if Vessels of any description be so near as to risk the being damaged by the wads, he is to draw them also; and he is to lay up and point the guns so as to prevent their doing mischief, although a wad or shot, notwithstanding the precautions he has taken, may have been left in one of them.

XXVI.

To be careful that no ball cartridges are given to the men. He is to take every possible precaution to prevent any ball cartridges being given to the men, among the blank cartridges issued to exercise.

XXVII. Whenever

XXVII.

Whenever he shall be directed to strike any guns into the hold, he is to pay them all over with a thick coat of warm tar and tallow mixed together; and after having washed the bore of the gun with fresh water and very carefully spunged and dried the inside, he is to put a good full wad, dipped in the same mixture, about a foot within the muzzle, and to see that the tompon is well driven in and surrounded with putty, and he is to drive a cork tight into the touch-hole and to secure it there.

Precautions to be taken when guns are to be put down into the hold.

XXVIII.

He is to be extremely attentive in examining all the guns, in seeing them carefully drawn and thoroughly spunged before they are returned into store. He is also to examine very carefully the Magazine, to see that no loose powder remains in any part of it after the powder has been returned into store; and is to be very careful that there are not any cartridges left in the cartouch-boxes, when they are sent on shore.

To carefully examine and clean the guns before returning them into store; and the Magazine

and cartouch-boxes.

XXIX.

He is to be very careful of the tools he receives from the store-keeper of the Ordnance for the use of the armourer, whom he is to furnish with such only as he may want for immediate use; and he is to require him to account particularly for all those with which he shall be furnished.

To be careful of the tools for the use of the armourer.

XXX. He

XXX.

To attend to the conduct of the armourer. He is to be very attentive to the conduct of the armourer, and his mates, to see that they discharge their duty properly; that they keep the muskets, and other small arms clean and in good order, always repairing them, when they are defective, and not suffering them through neglect to become too bad to be repaired. At the end of the voyage, or at any other time that the Ship's company is paid, he is to give the armourer and his mates certificates of their good conduct, if they shall have so performed their duty as to deserve them; but not otherwise.

XXXI.

When small arms are damaged in a Foreign station, how he is to proceed to get them repaired. If, from any extraordinary circumstances, when a Ship is on a Foreign station, the small arms should be so damaged that they cannot be cleaned or repaired by the armourer; the Gunner is to represent their Condition to the Captain, who is to direct a Lieutenant and the Master to survey them, and if their report shall confirm the representation of the Gunner, he is to apply to the Commander in Chief to give orders for their being repaired; but if the Commander in Chief be not present, the Captain is himself to get them repaired by workmen on shore, being very careful not to pay more for their repairs than the established price of the country; the Gunner is to attend frequently, and the armourer constantly, to see that the work is properly done

done; but if there be an Officer of the Ordnance at the place, the Captain is to direct him to get them repaired.

XXXII.

As the Brass Sheaves and Iron Pins of Blocks for Gun-tackles, from being much exposed to Salt Water, are frequently set fast with rust, he is to be particularly attentive when this is the case, to cause the iron pins to be knocked out, and to be oiled or greased.

The iron pins of blocks for gun tackles to be frequently oiled or greased.

XXXIII.

He is to be very careful not to suffer the bare Gun metal Adzes, which are supplied by the Ordnance for the use of the Magazine, to be struck against the Copper hoops of the Powder barrels; but always to have the Wooden setters applied to them, to convey the stroke from the Adze, there being several instances of strong sparks of fire having been produced from the Collision of a Metal adze against a Metal setter, or a Copper hoop.

Gun-metal adzes not to be struck against the copper hoops of the powder barrels.

CHAP. III.

For the Boatswain.

ARTICLE I.

*Boatswain to
get the Stores
on board and
examine them,
and report any
defects he may
discover.*

WHEN one of His Majesty's Ships is commissioned, the Boatswain is to exert himself to get on board all the Stores committed to his charge as expeditiously as possible; he is to examine them very carefully, and to inspect very minutely all rigging fitted in the Dock Yard, and to report to the Captain whatever defects he may discover in any of them.

II.

*To cut the rig-
ging to the
precise length
allowed by the
establishment.*

When fitting out the Ship, and at all other times when it may be necessary to cut out rigging, he is to be extremely careful to cut every rope of the precise length allowed by the establishment, unless some particular circumstance attending the Ship shall make it necessary to alter it, in which case he is to inform the Captain and to receive his orders for such alteration.

III. He

III.

He is, once at least every day, to examine the state of the rigging, to discover as soon as possible any part which may be chafed, or likely to give way, that it may be repaired without loss of time. He is at all times to be careful that the anchors, booms, and boats be properly secured.

*To examine
the state of the
rigging once
every day*

IV.

He is to be very attentive to have ready at all times a sufficient number of mats, plats, knippers, points, and gaskets, that no delay or inconvenience may be experienced when they are wanted.

*To have ready
a sufficient
number of
mats, plats,
knippers &c.*

V.

He is to be very attentive in observing, in the working up of junk, that every part of it is converted to all such purposes as it can possibly be made applicable.

*To convert
junk to every
possible pur-
pose.*

VI.

He is to be very frequently upon deck in the day, and at all times both by day and night, when any duty shall require all hands being employed. He is, with his Mates, to see that the Men go quickly upon deck when called, and that, when there, they perform their duty with alacrity and without noise or confusion.

*To be fre-
quently on
deck in the
day;
to see that the
men perform
their duty
with alacrity
&c.*

F f 2

VII. When

VII.

Every thing necessary for repairing the rigging to be in its proper place previous to battle. When the Ship is preparing for battle, he is to be very particular in seeing that every thing necessary for repairing the rigging is in its proper place, that the men stationed to that service may know where to find immediately whatever may be wanted.

VIII.

To prevent the rigging being damaged when the Ship is ordered to be paid off. When the Ship is ordered to be paid off, he is to be very attentive to prevent any of the rigging being damaged or cut, he is to see every part of it properly tallied and stop-
ped together, before he returns it into store.

IX.

To be attentive to the conduct of the Sail-maker. He is to be very attentive to the conduct of the sail-maker, to see that he attends to his duty, and that he keeps the sails in good repair; and he is himself to visit the sail-room frequently to see that the sails are in good order and properly stowed.

X.

To see that sails returned into store are perfectly dry &c. When he returns any sails into store he is to see that they are perfectly dry, carefully made up and properly tallied; and he is to see that they are so carefully stowed in the Boat or Vessel which carries them on shore, as to prevent their receiving any damage.

XI. He

XI.

He is to be attentive to the conduct of the rope-maker, *To be attentive to the conduct of the rope-maker.* to see that he is diligent, that the rope he makes is well made, and that the quantity corresponds with the quantity of yarns he issues for this purpose, and he is to charge himself with the rope that is made of them.

For the Sail-maker.

ARTICLE I.

NO Person is to be rated as sail-maker, who is not appointed by a Warrant from the Commissioners of the Navy. *Sail-maker to have a warrant from Commissioners of Navy.*

II.

The sail-maker is very carefully to examine the sails when they are received on board, and is to inform the Boatswain if he discover any defects in them, or any mistake in their number or dimensions. He is also to examine very carefully whether they be perfectly dry when they are put into the *To examine the sails when received on board, that they are dry when put into the sail room.*

the sail-room, that if any part of them be damp, the first proper opportunity may be taken to dry them.

III.

To be attentive in seeing that they are correctly tallied.

He is to be attentive to see all the sails correctly tallied, and so disposed of in the sail-rooms, as to enable him to find immediately any that may be wanted.

IV.

To inspect frequently the condition of the sails in the sail-room; to repair them whenever they shall require it.

He is to inspect frequently the condition of the sails in the sail-rooms, to see that they are not injured by leaks or vermin, and he is to report to the Boatswain whenever it shall be necessary to have them taken upon deck to be dried: he is to repair them whenever they require it, and to use his best endeavours to keep them always fit for service.

V.

To produce a certificate from his Captain.

Before he shall be allowed to receive his wages, he will be required to produce a certificate signed by the Captain of his sobriety, obedience, and attention to his duty.

For

For the Rope-maker.

ARTICLE I.

NO Person is to be rated as Rope-maker who is not appointed by a Warrant from the Commissioners of the Navy.

*Rope-maker
to have a
Warrant from
Commis-
sioners of
Navy.*

II.

The Rope-maker shall be under the immediate direction of the Boatswain, from whom he is to receive whatever quantity of junk and rope-yarns may be necessary for making such rope as shall be required; he is to be very careful that the whole of the quantity delivered to him be applied, without waste, to the use for which it is issued.

*Rope-maker
to be under the
direction of
the Boat-
swain.*

III.

When directed to make rope of any description, he is to be very careful in using such rope-yarns only as shall be fit for the purpose for which that rope may be intended, reserving

*To adapt the
rope-yarn for
such kind of
rope as it may
be most fit.*

reserving always the worst yarns for those purposes, where little strength will be required.

IV.

To deliver to the Boatswain all the rope and spun-yarn, and report the quantity made to the Master.

If any of the Ship's company be directed to assist him, either in the making of rope, or spinning of spun-yarn, he is to deliver to them a sufficient quantity of rope-yarns, and he is to require from them the quantity of Spun-yarn or rope, which that quantity of yarns ought to make. He is to deliver to the Boatswain every rope and every ball of spun-yarn, as soon as it is completed; and he is every evening to make a report to the Master of all the spun-yarn and rope made in the day.

V.

To produce a certificate from his Captain.

Before he shall be allowed to receive his wages he will be required to produce a certificate, signed by the Captain, of his having been sober, obedient, and attentive to his duty.

CHAP. IV.

For the Carpenter.

ARTICLE I.

WHEN any one of His Majesty's Ships is ordered to be commissioned, the Carpenter is to inspect very minutely into the state of the masts and yards, as well those which may be in store in the Dock Yard, as those on board, to ensure their being perfectly sound and in good order. He is also to examine every part of the hull, the magazine, store-rooms and cabins; and he is to report to the Master Shipwright at the Port any defect which he may discover in any of them.

II.

He is to make every possible exertion in getting his Stores on board, and he is to be very particular in observing that they are all perfectly good, and that he receives the full allowance of every article.

G g

III. When

III.

*To examine
once a day the
state of the
masts and
yards.*

When the Ship is at Sea, he is, once at least every day, to examine into the state of the masts and yards, and to report to the Officer of the watch when he discovers any of them to be sprung, or to be in any way defective.

IV.

*To examine
frequently the
lower-deck
ports.*

In Ships of two decks he is frequently to examine the lower deck-ports, to see that they are properly lined; and when they are barred in, he and his Mates are frequently to see that they are all properly secured.

V.

*To keep the
pumps in good
order.*

He is to be particularly careful in keeping the pumps in good order, always having at hand whatever may be necessary to repair them.

VI.

*To keep the
boats, ladders
and gratings
in good con-
dition.*

He is to keep the Boats, ladders, and gratings in as good condition as possible, always repairing every damage they may sustain as soon as he discovers it, that when the Ship shall return into Port, the workmen of the Dock Yard may have only the material defects of the Ship to repair.

VII.

*To attend to
the conduct of
the Caulker.*

He is to be attentive to the conduct of the Caulker, whom

whom he is to employ in stopping immediately any leaks which he may discover in the sides or decks, that as little as possible may be required of the Caulkers of the Dock Yard when the Ship returns into Port.

VIII.

He is to be attentive in observing that the oakum with which he supplies the Caulker is of a good quality, and that the Caulker does his duty in a workmanlike manner; and when the Ship is paid off, or at any time, when the Ship's company are paid, he is to give him such a certificate of the manner in which he has discharged his duty, as he shall think he deserves; but no better.

To see that the oakum with which he supplies the Caulker be good.

IX.

He is to keep always ready for immediate use shot-plugs, and every other article necessary for stopping shot-holes, and repairing other damages in battle; and during the action he is, with the part of his crew appointed to assist him, to be continually going about the wings and passages, and the hold, to discover where shot may have passed through, that he may plug up the holes and stop the leaks as expeditiously as possible.

Shot plugs and other articles to be kept ready for repairing damages in battles; during action he is to go about the wings and passages.

X.

If he should at any time find Stores or any other articles

To report to the Captain

G g 2

stowed

when Stores or other articles are stowed in the wings or passages. stowed in the wings or passages, in such a manner as might interfere with his working if required to cut out shot or to stop leaks during an action, he is to report it to the Captain that they may be removed.

XI.

To examine frequently the ventilators. He is frequently to examine the ventilators, to see that they are in good order, and if he discover any defect he is to report it immediately that it may be repaired.

XII.

To prepare an account of the Ship's defects when she is going into port, and of the repairs she may require. When the Ship is going into Port, he is to prepare as correct an account as possible of the defects of the hull, masts, and yards of the Ship, and of the repairs she may stand in need of, of which he is to deliver to the Captain two copies, one of which, when signed by the Captain, he is to deliver to the Master Shipwright of the Dock Yard. In making this report he is to be very careful not to exaggerate any defect, by which there may appear to be a greater necessity for the Ship being repaired than does really exist, nor to conceal any which may really require to be repaired.

XIII.

To be particularly attentive to the conduct of Artificers sent from He is to be particularly attentive in observing the exertions, and examining the works, of Artificers sent from other Ships

Ships to assist in repairing the Ship he belongs to; and is to report to the Captain when he discovers any who, by their want of skill, or want of diligence, shall appear to be undeserving of the additional wages appointed to be paid them.

other Ships to repair that to which he belongs.

XIV.

Whenever the Ship shall be, for any purpose, ordered to be heel'd, he is to see that all the pumps are in good order, and ready to be worked; he is to station one of his mates to observe, by sounding the well, whether any material increase of water is occasioned; he is to attend to this frequently himself, and to observe also whether there be any extraordinary appearance of water in the hold; and in three deck'd Ships he is to be particularly attentive in seeing that the lower deck-ports are well secured.

When the Ship is ordered to be heeled he is to see that the pumps are in good order; to examine the well frequently &c. to secure the lower deck ports in three deck'd Ships.

For the Caulker.

ARTICLE I.

NO Person is to be rated as Caulker, who is not appointed by a Warrant from the Commissioners of the Navy.

Caulker to be appointed by warrant.

II. The

II.

To be under the immediate direction of the Carpenter; to be attentive in examining the caulking of the Ship's sides and decks.

The Caulker is to be under the immediate direction of the Carpenter; he is to be very attentive in examining frequently the caulking of the Ship's sides and decks, particularly in those parts where the seams are most likely to be opened, by the working of the Ship. He is to report to the Carpenter any part of the caulking which he finds defective and, when he is directed to repair it, he is to be careful that the oakum he uses is dry and in good condition; and if any men be employed to assist him, he is to see that their work is perfectly well executed.

III.

To produce certificates from the Carpenter and Master Caulker of the Dock-Yard.

Before the Caulker can receive his wages, he will be required to produce certificates from the Carpenter of the Ship, and the Master Caulker of every Dock Yard at which the Ship shall have been refitted, that he has been attentive to his duty, and has kept the caulking of the Ship in as good order as the state of the Ship would admit.

CHAP. V.

For the taking of Surveys.

ARTICLE I.

ALL Applications for Surveys shall be made in writing to the Captain by the Officer who has charge of the Provisions or Stores to be surveyed, and shall be transmitted by the Captain to the Flag Officer commanding the division of the Fleet to which he belongs, who is to order the Surveys applied for to be taken, except in cases which the Commander in Chief shall reserve for his particular directions. But Captains not serving in a Fleet or, if serving in a Fleet, not being at the time in company with the Flag Officer commanding the Squadron, or Division to which they belong, are to transmit such applications to the senior Officer present.

Application for surveys to be made to the Captain in writing, who is to transmit it to the Flag Officer commanding the division;

or to the senior Officer present.

II. Surveys

II.

Surveys to be taken on masts, yards, sails &c. worn out.

Surveys are to be taken on the following occasions, viz. on Masts, Yards, Sails, and Stores of every description, when they appear to be worn out, and to be rendered unserviceable by use.

On masts, yards, sails &c. appearing to be unserviceable by accident &c.

On Masts, Yards, Sails, Stores, and Provisions, when they appear to be rendered unserviceable by accidents, by leaks, by vermin, or by any other cause independant of their being worn out by use.

On Stores and Provisions appearing to be deficient or defective.

On Stores or Provisions which, when received on board, appear to be deficient in quantity, or defective in quality.

On what other occasions Surveys are to be taken.

On Stores or Provisions remaining on board, when the Officer who has charge of them wishes to pass his accounts, or, when he or any other Officer has reason to suspect that the quantity of any species remaining is less, from the quantity expended, than it ought to be: or when by the death or absence of an Officer who has charge of any Stores or Provisions, or by his being removed from the Ship, the charge of them is to be transferred to some other person.

III.

What Officers are to be employed on Surveys.

The Officers employed on Surveys are to be one Master, and two Officers of the class of him whose Stores are to be surveyed;

surveyed ; they are all if possible to belong to other Ships than that to which the Stores to be surveyed belong ; but the Master of that Ship, and the Officer who has charge of those Stores, are to be present to give what information may be required, and to prevent partiality or injustice, or to represent it to the Captain if they perceive without being able to prevent it. But if there be a necessity for an immediate Survey when there are not a sufficient number of Ships present to furnish, or when the sickness of their Officers prevents other Ships from furnishing, the number of Officers required, the Master of the Ship may be ordered to assist at such Survey ; but if the Ship be alone, such Survey is to be taken by one of the Lieutenants, the Master, and one of the Master's Mates ; but in this case a Survey shall be taken again, if other Ships shall join company before the surveyed Stores, &c. have been disposed of.

IV.

The report made by Officers appointed to Survey Stores, &c. is to specify by whose order it is taken, and for what purpose ; what are the Articles ordered to be surveyed ; the quantity and quality of those articles remaining on board, or the actual state of any which shall be particularly represented as deficient or defective ; the number or quantity is always to be written in words at length ; and if any Stores complained of be found to be no longer fit for their proper use, the Report is to specify whether they be fit for

Report to specify by whose order and for what purpose the Survey was taken ; with other particulars.

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any

any other, and for what, or whether they be no longer fit for any purpose whatever.

V.

Any appearance of neglect to be particularly noticed in the Report;

but if of fraud they are to deliver to the Captain a separate Report.

If any appearance of neglect shall be discovered by the Surveying Officers, it is to be particularly noticed in their Report, whether it be the Officer who has charge of the Stores, or any other person, who may have been guilty of it; but if an appearance of fraud be discovered, the Surveying Officers are not only to notice it in their Report, but they are also to deliver to the Captain a separate Report informing him of their suspicions of such fraud having been committed, and of their reasons for suspecting it.

VI.

Three Copies of all reports of Stores, Provisions &c. surveyed; One for the Officer in charge of the Stores; one to the Captain, and one to the Officer who ordered the Survey; when transferred to another Officer, a fourth Copy to be delivered to him.

There are to be three copies of all reports of Stores, Provisions, &c. which are surveyed, each signed by all the Surveying Officers; one of which Reports, written on the back of the order for the Survey, is to be delivered to the Officer who has charge of the Stores, &c. which are surveyed; one copy to the Captain of the Ship to which the Stores belong; and one, by the Captain, to the Officer by whose order the Survey was taken; but when the Stores, &c. surveyed are to be transferred to the charge of another Officer, a fourth Copy, signed in the same manner, is to be delivered to the Officer to whose charge the Stores, &c. are to be transferred.

VII. The

VII.

The Copy of the Report, delivered to the Officer who had charge of the Stores or Provisions surveyed, is to be transmitted by him to the proper office, with his other books and papers, when he passes his accounts.

Report delivered to the Officer having charge of the Stores to be transmitted by him to the proper office.

The Copy delivered to an Officer, to whom the charge of Stores or Provisions is transferred, is to be considered as the first charge of Stores or Provisions, and is to be sent with his books and papers when he passes his accounts. The Copy delivered to the Officer, by whose order the Survey is taken, is to be by him transmitted to the proper Board, by the first safe opportunity; and the Copy delivered to the Captain of the Ship is to be sent with his books and papers, when he passes his accounts.

How the other Copies of the Report are to be disposed of.

VIII.

The surveying Officers are not to direct any Stores or Provisions to be thrown over board, except such as by their putrescent state may be prejudicial to the health of the Ship's company; whatever they find in such state, they are themselves to see thrown into the Sea before they leave the Ship; and they are to mention their having done so in their report. All other Stores not convertible to any use, they are to direct the Officer having charge of them to return into store, whenever the Ship shall go to a Port where there is a store-keeper, or other Officer authorized to receive them.

Surveying Officers not to direct any Stores to be thrown overboard except such as are putrescent.

All other useless Stores to be returned into store on the arrival of the Ship in Port.

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IX. If

IX.

Officers wilfully signing any false report, or persons giving false accounts of Stores &c. to be suspended and their conduct represented to the Commander in Chief.

If any Officer shall wilfully sign any false report of the quantity or condition of the Stores or Provisions he is ordered to survey, or shall discover any fraudulent practices in the Management of such Stores or Provisions, without making proper mention of them in his report; or if any person shall give any false account of Stores or Provisions, by which the surveying Officers may be deceived, and be led to make out an improper report, he is to be immediately suspended, and his misconduct reported to the Commander in Chief, or to the Secretary of the Admiralty, that he may be tried by a Court Martial.

X.

How to proceed in the surveying of Officers on a Foreign station when their state of health requires a change of climate.

When any Officer employed on a Foreign station shall be represented to the Commander in Chief as being in such a state of health, as to render it necessary for him to go to another climate, the Commander in Chief is to order three Captains, assisted by the Physician of the Fleet, and the Surgeons of the Ships they command, to survey him; and if they shall be satisfied that to continue in the service in which he is employed would be attended with danger to his life, and that a change of climate is necessary to his recovery, they are to report accordingly, particularly specifying the disease or hurt which makes such change of climate necessary. But if they shall discover any misrepresentation in such Officer's case, or any disposition in him

to

to withdraw himself unnecessarily from the service on which he is employed, they are to report their opinion to the Commander in Chief, that all who have concurred in such misrepresentation may be dealt with as circumstances may require.

XI.

Men represented to be unfit for His Majesty's service are to be surveyed by three Captains, assisted by the Physician of the Fleet, and the Surgeons of the Ships they command. If any of those, who shall be found to be un- serviceable, be men newly raised, they are to be entered on a separate report in which is to be particularly specified, whether the hurts or diseases which render them unserviceable appear to have been got before, or after, they were received into his Majesty's service.

How Men represented to be unfit for His Majesty's service shall be surveyed.

Newly raised men to be entered on a separate report.

XII.

Three Reports are to be made out (signed by the Captains only) of an Officer being found incapable of continuing on the station where he is employed, two of which are to be delivered by the Captain of the Ship to the Commander in Chief, and the other to the Officer surveyed: the Commander in Chief is, by the first safe opportunity, to transmit one to the Secretary of the Admiralty; and the Officer is to send that which he receives, together with the permission of the Commander in Chief to leave the Ship he belonged to

Three Reports to be signed by the Captains of Officers incapable of continuing on the station.

How these reports are to be disposed of.

to, as soon as he shall arrive in any part of the United Kingdom. Two reports of men surveyed are to be made out and delivered to the Commander in Chief, one of which he is to transmit by the first proper opportunity to the Secretary of the Admiralty.

XIII.

Two Reports of men surveyed. Surgeon's Instruments, Medicines and necessaries for the sick, are to be surveyed by the Physician of the Fleet and two or three Surgeons to survey Surgeon's instruments, Medicines and necessaries for the sick. two Surgeons, or by three Surgeons, as the Commander in Chief shall direct; who are to be very particular in specifying the quantity, quality, and condition of each of them. If among the medicines they should find any not fit to be administered, they are to see them thrown overboard. If there shall be a necessity for a Survey, when three Surgeons cannot be obtained, the Commanding Officer present may order a Surgeon's first Assistant to attend as one of the Surveying Officers.

REGULATIONS

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. VIII.---CHAP. I.

For the Chaplain.

ARTICLE I.

A CLERGYMAN, appointed Chaplain of one of His Majesty's Ships, must remember that it is his indispensable duty, that the morality of his conduct and the decency, sobriety, and regularity of his manners be such as become the sacred Office to which he is appointed, and such as may inspire the Ship's company with reverence for it, and respect to himself.

II.

He is to instruct in the principles of the Christian Religion not only all such young gentlemen, as the Captain shall put under his care, but all the boys in the Ship; he

is

gentlemen and boys in the Ship. is to hear them read, and to explain to them, the Scriptures and the Church Catechism ; and he is to be always ready to give such assistance and instruction on religious subjects, as may be required of him by any Officer or other person in the Ship.

III.

To perform with due solemnity the duties of the Lord's Day. He is to be attentive to perform, with due solemnity, the duties of the Lord's Day, that the Ship's company may be impressed with devotion : and he is carefully to adapt his discourses to the capacity of his hearers and the nature of their situation, that his instructions may be intelligible and beneficial to all who hear them.

IV.

To apply to the Captain for some well disposed person to instruct the boys in the Catechism. He is to apply to the Captain to appoint an intelligent well disposed person to instruct, under his directions, the boys of the Ship in the Catechism and in reading ; he is very frequently to superintend the conduct of the person so appointed ; to see that he is attentive to his duty and diligent in teaching the boys, whom he is frequently to examine himself, that he may judge of the progress they make ; and he is to report to the Captain all those whom he shall find idle, or irregular in their conduct, that they may be punished ; and all those whom he shall find diligent and well disposed, that they may be rewarded as they deserve.

V. He

V.

He is to be very assiduous in his attendance on any of the sick who may request it; and if any men shall be dangerously ill, he is, although they should not request it, to go to them to prepare them for death; and to comfort or admonish them, as the state of their minds or other circumstances may require.

To be very assiduous in his attendance on the sick.

VI.

Before he shall be allowed to receive his pay, he will be required to send to the Commissioners of the Navy a certificate signed by the Captain, that he had not been absent from the Ship more than twenty-four hours, at one time, without leave from the Admiralty or the Commander in Chief; and a certificate signed by the Captain, the senior Lieutenant, and the Master, that he had diligently attended to all the duties of his station; that he had performed divine service whenever he was directed, and that his conduct had been sober, regular, and decent, and in every respect becoming the character of a Clergyman. And when he leaves the Ship, he is to send such a Certificate so signed to the Secretary of the Admiralty, without which he shall not be again appointed to any of His Majesty's Ships.

Certificate from the Captain to enable him to receive his pay.

Another certificate of his good conduct &c. to be sent to the Admiralty.

CHAP. II.

For the Physician.

ARTICLE I.

*Physician to
be on board the
Hospital Ship,
or such as the
Commander in
Chief shall
direct.*

THE Physician of the Fleet is to be on board the Hospital Ship if there be one in the Squadron; if there be not, he is to be on board such Ship, as the Commander in Chief shall direct. He is, when on board an Hospital Ship, to visit the physical patients regularly morning and evening, and oftener when the nature and urgency of their complaints may render it necessary; he is also to make frequent enquiry into the propriety of the physical treatment of surgical patients on board that Ship, and to suggest such modes of practice as he may deem necessary.

II.

*Surgeons and
all others in
the Hospital
Ship to be*

The Surgeon and all other persons appointed to attend the sick, sent on board the Hospital Ship for cure, shall be under

under the orders of the Physician, and the arrangement of every thing relating to the part of the Ship appropriated to the reception of the sick shall be under his direction. He is to propose to the Captain every thing which he may think likely to be of service to the sick, to encrease their comforts or to accelerate their cure; and, as far as circumstances will admit, the Captain is to comply with his proposals.

III.

If any Men shall be sent to the Hospital Ship with such hurts or diseases as might be cured without danger or inconvenience in the Ships they belonged to, he is to refuse to receive them, and to desire the Officer who conducts them to take them back to their Ship.

Men not to be received into the Hospital Ship when they can be cured conveniently in the Ship they belong to.

IV.

He is to visit the Ships of the Squadron frequently and enquire into the health of the Ship's companies, and the treatment of the sick and, where he finds them sickly, he is to visit them as often as circumstances will admit, to discover if possible the cause of their sickness, and to advise such measures as may remove it.

To visit the Ships of the Squadron frequently and enquire into the treatment of the sick.

V.

He is, whenever he shall see occasion, to enquire into the practice of the Surgeon of any Ship he visits, and his manner

To enquire into the practice of the Surgeons, and

give such directions as he may deem necessary. manner of treating the diseases of the Men under his care, and to give him such directions as he may deem necessary.

And to enquire into the conduct and abilities of the assistant surgeons. He is also to enquire into the conduct and abilities of the assistant surgeons, that he may be able to point out to the Commissioners for sick and wounded seamen, or to the Commander in Chief, those who may be best qualified for any particular service, or for promotion.

VI.

To examine the instruments medicines and necessaries.

He is, whenever he shall think it necessary, to examine the instruments, medicines and necessaries on board any Ship, and if he finds them bad in quality, or deficient in quantity, he is to report it to the Commander in Chief, that he may take such measures as circumstances may require.

VII.

To report to the Commander in Chief the state of the sick once a week.

He is, once every week at least, if weather and other circumstances will admit of it, to report to the Commander in Chief the state of the sick in the Hospital Ship and, as far as he shall have been able to obtain information, the general

To specify what Ships are least fit for active service and most in want of refreshments.

state of the sick in the Fleet. He is to specify particularly in his reports those Ships which, from the unhealthiness of their crews, appear to be least fit for active service and most in want of refreshments, and he is to point out to the Commander in Chief whatever he may think necessary for the recovery of the health of the crew of a Ship particularly sickly, or for the preservation of the health of the Fleet in general.

VIII. He

VIII.

He is also, as opportunities occur, to communicate with the Commissioners for sick and wounded seamen on the health of the Fleet, and to state to them whatever circumstances relating to the Medical Department it may be proper they should be informed of, that they may take such measures as may be deemed necessary for the occasion.

To communicate with the Commissioners for Sick and Wounded.

CHAP. III.

CHAP. III.

Hospital Ship.

ARTICLE I.

The Captain is to be particularly attentive to see that the Ship is kept clean.

THE Captain of an Hospital Ship is to be particularly attentive to see that the Ship is kept extremely clean, especially that part which is appropriated to the sick; he is to give the strictest orders that the buckets used by the sick should be frequently emptied and washed, and that the dressings of wounds, or sores, should be thrown overboard as soon as they are taken off.

II.

To attend to the requisitions and proposals of the Physician or Surgeon.

He is to attend to all requisitions and proposals of the Physician or Surgeon and, as far as circumstances will admit, to do whatever he may recommend for the comfort and convenience of the sick.

III. If

III.

If the Provisions supplied for the use of the sick should be expended, he is to direct the Purser to supply the Agent with such quantity as he may demand with the approbation of the Physician, or Surgeon; and if there be any difference in quality in any articles of provisions he is always to appropriate the best to the use of the sick.

To direct the Purser to supply the Agent with Provisions for the use of the sick with the approbation of the Physician or Surgeon.

IV.

He is to be particularly careful in preventing wine or spirituous liquors being carried on board, without his express permission, and he is to give the most positive injunctions to the Ship's company never to give the sick any thing to eat or drink, except that which the Physician or Surgeon shall allow.

To prevent wine or spirituous liquors being carried on board without his permission.

V.

He is to be very attentive to the keeping of the station appointed him in the Fleet, particularly when he is directed to attend to a Ship, the crew of which is sickly and may frequently require the assistance of the Physician.

To attend to the keeping of the station appointed him in the Fleet.

VI.

In addition to the complement of an Hospital Ship, there shall be borne as attendants on the sick, on a list of Supernumeraries for Wages and Victuals, a Physician, a Surgeon,

Who are to be borne as attendants on the sick in addition to the

three

complement of three assistant surgeons, six landmen as nurses, a baker, a Hospital Ship. four washermen, a servant to the Physician, and a clerk and servant to the Surgeon.

VII.

To furnish the Physician with a boat when it may be necessary to visit any Ship of the Fleet. The Captain of the Hospital Ship, or the Captain of any other Ship in which the Physician of the Fleet shall be embarked, is to furnish him with a proper boat, whenever he shall think it necessary to visit any Ship of the Fleet, or to carry his returns to the Commander in Chief.

VI.

CHAP. IV.

Sending Sick Men from the Ship for Cure.

ARTICLE I.

SICK Men are never to be sent from the Ship to which they belong for cure, either to an Hospital, an Hospital Ship, or sick quarters, unless their wounds or diseases be such as to make it dangerous to others or to themselves to be kept in the Ship, or the number of sick and wounded be so great, as to prevent their receiving proper attention on board.

In what cases sick men are to be sent from the Ship.

II.

An Officer, accompanied by the Surgeon or one of his assistants, is always to go with sick men who are sent from the Ship, to see that they are properly received at the Hos-
pital,

An Officer, with the Surgeon or one of his assistants always

to go with the sick men. pital, or sick quarters, and that they are conveyed thither with as little inconveniënce as possible.

III.

Sick tickets to be sent with the men to the Hospital or sick quarters, When a man is sent to an Hospital or sick quarters for cure, a sick ticket signed by the signing Officers and Surgeon is to be sent with him, in which his original entry, number and rating on the Muster-book, a description of his person, his age, &c. and all charges which appear against him on the Ship's books are to be inserted, according to the form, (N°. 30) at the Back of which ticket the Surgeon is to specify the Nature of his disease or hurt. The man is to take with him his clothes and bedding, an inventory of which is to be made out at the back of the ticket, and signed by the Officer who goes with him to the Hospital, who is to see them delivered to the person appointed to receive them, by whom they are to be carefully kept, in order to their being returned to the man when he shall be discharged from the Hospital. On the ticket is also to be noted whether he has been victualled on board his Ship on the day on which his ticket is dated.

form of this ticket.

Clothes and bedding to be taken with the sick.

IV.

Sick ticket to be delivered to the Agent of the Hospital. The sick ticket, being a document by which the man may receive his pay, is to be delivered by the Officer conducting the sick to the Agent of the Hospital, who is not *In case of death or desertion to be transmitted to the Commissioners of the Navy.* on any account to part with it, until the man shall die, or shall leave the Hospital; if he die or desert, it is to be transmitted to the Commissioners of the Navy: if he be discharged

discharged unserviceable, it is to be delivered to him, with a certificate of his discharge annexed to it; but if he be discharged to any of His Majesty's Ships, it is to be given to the Officer with whom he is sent on board, that at a proper time he may receive his Pay.

V.

An Officer is never to be sent to an Hospital, to an Hospital Ship, or to sick quarters for cure, except in cases of urgency, without the Commander in Chief, or the senior Officer present, having signified his approbation on the sick ticket, which he is never to do, without being perfectly satisfied that the health of the Officer requires it; but if, notwithstanding such approbation, the Physician and Surgeon of the Hospital, Hospital Ship, or Sick Quarters, shall be of opinion that he ought not to have been sent, they are to receive him and immediately represent their opinion, with their reasons for it, to the Commander in Chief or senior Officer present.

An Officer never to be sent to an Hospital &c. except in cases of urgency without the approbation of the Commander in Chief.

VI.

Commanders in Chief or the senior Officers in Ports where Hospitals or sick Quarters are established (except those Hospitals to which Captains are appointed Governors) are frequently to direct the Captains under their Command to visit them, to enquire into the conduct of the Medical Attendants and to inspect the state of the men, their lodging clothes, bedding, food, &c. which they are to report to the Officer from whom they received their orders, particularly

Commanders in Chief to direct the Captains to visit the Hospitals, and to enquire into the conduct of the medical attendants &c.

lary specifying whether the Persons of the sick, their apartments, clothes and bedding are clean, their food good, and their Nurses attentive.

They are to attend to any complaints the Patients may have to make.

They are to attend to the complaints of the Patients, if they have any to make, and to redress immediately such as may admit of their redressing them, but if they observe any material neglect or mismanagement they are to represent it to the Officer under whose orders they act. When the other duties of his station will admit of it, the Commander in Chief or senior Officer present is occasionally to visit the Hospital himself.

VII.

Captain to send an Officer on discharging days to receive such men as are recovered.

The Captain of a Ship which has men at an Hospital or at sick quarters, is to send an Officer on the discharging days to receive such men as may be recovered, except at Hospitals, where some regular mode of conveying recovered men to their Ships is established; and he is to receive from the Agent an account of all the men, belonging to the Ship who are dead, discharged, run, or otherwise disposed of, that the circumstances relating to them may be properly noted on the Ship's books. When Marines are sent on shore sick and do not return to their Ships, a D. S. is to be placed against their names.

And to take an account of such as are dead, discharged, run &c.

VIII.

Captains to receive such men as the

Every Captain is to receive such recovered men as the Agent

Agent of an hospital, or any Agent of the Commissioners for sick and Wounded Seamen shall send to him, to whatever Ship they may belong ; but should he consider any of them to be unserviceable, he is to make application for their being surveyed, and not refuse to receive them unless he be immediately going to Sea, and the holding a survey impracticable without detaining the Ship, in which case, the reasons for refusing them shall be stated in writing, signed by himself, and the Surgeons of the Ship, and sent to the Agent of the hospital.

Agent of an Hospital shall send to them. If he think them unserviceable to apply for their being surveyed ; or state in writing his reasons for refusing them.

IX.

When men are cured at any Hospital or sick quarters, they are to be returned to the Ship to which they belong, if she be at the Port ; and when, in consequence of her being absent, they are sent on board another Ship, the Captain of that Ship is not to enter them as part of her complement except he receive an express order to do so, but he is to bear them on a list of Supernumeraries for Victuals and is to return them to their proper Ship, whenever he meets her, but if the complement of that Ship shall then be complete he is to enter them in the Ship he commands, if her complement be not complete, but if it be, he is to discharge them into any of His Majesty's Ships which may be in want of men. In whatever Ship such men shall be entered as part of the complement, they are to be borne on that Ship's Books for wages from the time of their discharge from the Hospital.

Men when cured to be returned to the Ship to which they belong. If she be absent how they are to be disposed of.

On

To give particular directions for recovered Supernumeraries being provided with clothing and bedding &c.

On his receiving recovered supernumeraries from an Hospital, he is to give particular directions for their being berthed in a dry comfortable part of the Ship, that they be well provided with clothing and bedding, and that they be put into regular established messes until such time as they can be discharged to their respective Ships, or otherwise disposed of.

X.

If men sent to sick quarters do not return in twenty-eight days the Captain is to direct a D. S. Q. to be set against their names.

If any man sent to an Hospital or sick quarters shall not return to his Ship in twenty-eight days from the time of his being sent (except when sent to an Hospital or to sick quarters on a Foreign Station), the Captain is to direct a D. S. Q. to be set against his name, which will be a stop to the payment of his wages until he shall return to his Ship, or shall be otherwise properly disposed of.

XI.

Slop Clothes not to be issued to any man during his continuance in sick quarters unless absolutely necessary.

Slop Clothes are not to be issued to any man, during his continuance at any Hospital or sick quarters in the United Kingdom, unless they shall be absolutely necessary; nor when necessary, on any Foreign Station, if it be possible to obtain them from the Ship he belongs to. Whenever there shall be a necessity for their being issued, an account of them is to be sent with him on his discharge ticket to the Ship which receives him, and they are to be charged against his wages on the books of the first Ship, in which he shall be borne as part of the complement.

XII. If

XII.

If there shall at any time be an absolute necessity for sending sick or wounded men on shore in any Foreign Port where there is not a Naval Hospital nor any person appointed by the Commissioners for Sick and Wounded Seamen to take care of them, the Captain, if the Ship be alone, or the Commander in Chief or the senior Officer present, is, if circumstances will admit of it, to order tents to be made, for their reception, of the old sails of the Ships, and to appoint the Surgeons best qualified in the Squadron to attend them; and if other articles of food than those supplied to the Squadron shall be necessary for their diet, he is to contract for their being supplied, or to order the Purser of the Ship he is on board to purchase them as, according to circumstances, may be best calculated to procure them of a proper quality, and with the least expence to government. But if circumstances shall make the raising of tents and the attendance of the Surgeons impracticable, the Commander in Chief or the senior Officer present is to contract with some proper person to supply the sick with lodgings and provisions, and is to appoint some well qualified medical man or surgeon of the place to attend them, who shall be allowed a specified sum according to circumstances for each man for medicines and attendants. He is to be furnished with the form (N°. 31) agreeably to which he is to keep his accounts, and he is to be informed that he will be required to make oath to the

How to proceed if a Foreign Port when it shall be necessary to send sick or wounded men on shore.

correctness

correctness of them. The sick men are to be sent to him with the usual sick tickets, which he is never to deliver to them, but is to send them to the Captain of the Ship into which they may be discharged, and he is to receive from the Captain a certificate of the day on which the men are sent on board. But if any man shall die or desert, he is to note the day of his death or desertion on his sick ticket, and send it by the first safe opportunity to the Commissioners of the Navy. Whenever sick men shall be so sent on shore, the senior Officer in the Port is very frequently to direct the Captains with their Surgeons to muster them and to see that they are properly taken care of, and that they are not kept on shore after being sufficiently recovered to return to their Ships: and he is very carefully to examine the accounts of the Surgeon and Contractor at the usual times of their being sent home, and as circumstances may require to certify their correctness, or to point out those parts to which he shall see cause for objecting, without which their accounts shall not be passed at the Sick and Wounded Board.

XIII.

*Certificates
from the
Captain to be
sent on shore
with the corpse
of any man
dying on
board.*

When the corpse of a man who may have died on board shall be sent to an Hospital for interment, a certificate from the Captain, stating the circumstances attending the man's decease, shall be sent with the corpse.

CHAP. V.

For the Surgeon.

ARTICLE I.

WHEN a Surgeon is appointed to one of His Majesty's Ships, he is to repair on board without loss of time, and be constant and diligent in the execution of his duty, strictly complying with his instructions, and observing all orders he shall receive from his Captain or Commanding Officer for His Majesty's service, and never absenting himself from his duty without leave.

II.

He will be furnished, on application to the Sick and Wounded Board if on a home station, or to their Agent if on a Foreign station, with medicines and necessary utensils agreeably to the rules of the Navy, and he will be required

He will be furnished with medicines, on application to the Sick and Wounded Board at home, or to their Agent abroad.

Surgical instruments to be provided at his own expense. to provide at his own expense such surgical instruments as the said Board shall judge necessary, a list of which will be put on the back of the warrants given by that Board to every Surgeon and Assistant.

III.

To apply for a survey on medicines, bedding &c. at the end of every twelve months. The Surgeon is, at the end of every twelve months, to write to his Captain, requesting his application to the Commander in Chief or senior Officer present to direct a survey on the medicines, bedding, and other articles placed under his charge, which survey is to be taken by two or more Surgeons of the Fleet, who are to certify and report

Quantity and condition to be reported to the Agent of the Sick and Wounded Board. the quantity and condition of the medicines, utensils, stores, and instruments on board; this report the Surgeon is to transmit to the Agent of the Sick and Wounded Board, in order to his being furnished with such further supply of the different articles as may appear necessary.

Not to repeat his demand within the year except on particular occasions. The Surgeon is not to repeat his demand within the year, unless the Ship shall be ordered on Foreign, or on a detached service; or unless, in case of extraordinary emergency, a particular statement of the circumstances of which is to be submitted to the Board if on a Home Station, or to accompany the demand to the Agent of the Board if on a Foreign Station.

IV.

To complete his medicines. When he shall be informed by his Captain, or Commanding

ing.

ing Officer, that the Ship is destined for Foreign or detached service, he is forthwith to complete his medicines, necessaries, &c. accordingly, in order as much as possible to prevent the necessity of purchasing; but if it should happen from any unforeseen cause, that his supplies shall be expended at a time when he may not have intercourse with a Naval Hospital, or be enabled to obtain a supply from another Ship, he is to represent to the Captain the necessity of purchasing a supply, and having obtained his order for so doing, he is to make the necessary purchases, observing that the medicines are to be examined by two Surgeons of the Squadron or, if no other Ship be present, by the Physician and Surgeon of a British factory, if there be one, who are to certify that they are of a proper quality before they be allowed to be administered to the sick; but when necessaries or other articles besides medicines are ordered to be purchased, they are to be inspected by the Master and Purser of the Ship, who are to certify to the quality and quantity that were actually received on board; and he is to draw bills for the payment of medicines, necessaries, &c. purchased as aforesaid, on the Commissioners for sick and Wounded seamen, according to the form (N^o 32) in the Appendix.

when Ship is destined for Foreign Service;

how to proceed when a supply shall be necessary.

To draw bills for medicines necessaries, &c. on the Commissioners for Sick and Wounded Seamen.

When he shall be appointed to succeed another Surgeon, he is to request the Captain to apply to the Commander in Chief, or senior Officer present, to order two or more

When appointed to succeed another Surgeon, to apply for a

survey of the remains of medicines &c. Surgeons of the Fleet, to survey the remains of medicines, necessaries, and every other article of Surgeon's stores, which remains are to be delivered over to the charge of the newly appointed Surgeon; one Copy of the report of the survey is to be transmitted to the Commissioners for Sick and Wounded Seamen, and another delivered to the Captain.

VI.

To apply for the necessaries allowed for the use of the Sick.

A proportion of necessaries for the use of the sick being allowed for each of His Majesty's Ships for the Home and Foreign service, correspondent with the number of the complement as set forth in form (N^o. 33) in the Appendix, he is to apply for the same to the Agent for the Commissioners of Sick and Wounded Seamen, and when any supplies of necessaries shall be received on board they are to be inspected by him, the Master and Purser, who are to certify whether the quantity and quality agree with the established allowance, and if they do not the defective articles shall be returned, and all deficiencies made good.

To be inspected by him, the Master and Purser.

VII.

To take care that the medicines and necessaries are faithfully administered,

that no waste or embezzlement is made.

He is to take care that the medicines and necessaries, with which he is supplied, are faithfully administered for the relief of the sick and wounded, and that no part of them be either wasted, or embezzled, or applied to any other purpose than that for which they were furnished, and he is to make affidavit to that effect, as often as he shall pass his accounts.

VIII. When

VIII.

When directed by the Captain to inspect men newly received on board, he is not only very carefully to examine their persons, to discover whether they have any disease, or are in any other respect unfit for the service, but he is also to enquire very particularly in what situations they have been for some time past, that he may be able to judge whether there be any risque of their carrying an infectious disorder into the Ship, that if there be, proper precautions may be taken to prevent it.

To inspect minutely men newly received into the Ship.

To enquire what situation they have been in.

IX.

The Patients are to be removed to the sick berth when the Surgeon shall judge it necessary and he is to request the Captain to allow such a number of the Ship's company as may be requisite to attend the sick night and day as nurses, and he is to make due representation to the Captain, should he find in any of them negligence, or want of tenderness in the performance of their duty; he is to take particular care that medicines and drink be provided every evening in sufficient quantities to last until morning; and as drink to the sick, particularly in fevers, is essential to their comfort and recovery, he is to give the most positive directions, that the nurses and attendants offer and gently press it upon the patients every hour, or oftener according to circumstances, although the patients may not ask for it; and he is further to request the Captain to cause him to be furnished

To remove patients to the sick berth when he judges it necessary.

To be careful that medicines and drink be provided every evening.

furnished with a proper number of buckets with covers, and any other articles which he may find necessary for the sick berth.

X.

The sick berth and persons appointed to attend the sick to be under his directions.

The Sick Berth, and every person appointed to attend on the sick, are to be under his immediate directions. He is to see that the berth be kept as clean as possible and that it be washed with vinegar, whenever he shall think it necessary, and he is to apply to the Captain to give orders for its being fumigated, whenever it may require it.

XI.

Men taken ill of fevers suspected to be infectious to be stripped on their entry into the sick berth, their clothes to be immersed in boiling water and washed.

When men are taken ill of fevers, which he suspects to be infectious, they are to be stripped on their entry into the sick berth and, if practicable, washed with soap and warm water, and to have clean shirts and night-caps on their going to bed, their own bedding, and the clothes which they have worn to be immersed in boiling water, and washed before they are returned to the men's chests, and the mattresses, blankets, sheets, &c. of the sick are frequently in suitable weather to be hung up separately on lines for the purpose, that they may be purified by ventilation.

XII.

How he is to proceed in cases of ulcer.

When ulcer becomes prevalent among the Ship's company,

pany, he is to represent to his Captain the propriety of separating and dressing the ulcerated patients at a distance from each other, observing with the strictest attention that all the dressings and foul bandages be immediately thrown into a bucket of boiling water, and that the dressings be afterwards thrown overboard, experience having fully demonstrated that the process of boiling, destroys every kind of infection.

XIII.

Hair mattresses, sheets, linen-caps, pillow-cases, and all necessary utensils for patients confined to bed being allowed, together with soap for washing them when dirty, and for cleansing the persons of the sick, he is to give particular directions to the assistants acting under him that the patients be kept in a state of perfect cleanliness.

To give particular directions that the patients be kept in perfect cleanliness.

He is to be particularly attentive to see that the mattresses, sheets, caps, and all the other articles supplied for the use of the sick, are well taken care of, that no part of them be embezzled or used for any other purpose than that for which they were supplied.

To be attentive that the mattresses, sheets &c. are properly taken care of.

XIV.

He is to regulate the diet of the sick according to their several symptoms and disorders; this is to consist of a certain proportion of their sea victualling, restricting them in regard

To regulate the diet of the sick according to their several symptoms.

regard to salt provisions, and such other articles as he may judge improper for their complaints, and employing their salt meat in making gruel and sowins, their flour in making soft bread or puddings; these, together with their molasses or sugar, when allowed, and raisins, the necessaries in his charge and portable soup, will constitute a wholesome diet

To apply for wine in such cases as may in his opinion require the use of it.

for the sick. For such cases, as in his opinion, require wine, at a time when beer or spirits are served, he is to apply to the Captain to direct the Purser to supply in lieu thereof such a quantity of wine as he may judge necessary, not exceeding one pint for each man daily; and he is to take particular care to note, in his Journal, the cases for which he may have required wine, and to give a receipt to the Purser for the quantity with which he has furnished them. In case any of the articles supplied by the Purser shall be deficient in quantity or improper in quality, he is to represent the same to the Captain for such directions being given as he may judge proper.

XV.

Distribution of fish when caught for the Ship's company.

When fish are caught for the Ship's company, he is to give the Captain a list of the men who stand most in need of such refreshment, that they may be the first attended to.

XVI.

Men not to be sent to an hospital or

No patients are to be sent from the Ship to an Hospital, or

or sick quarters more especially in tropical climates, when *Sick quarters when they can be cured on board.* they can conveniently be cured on board, unless where infection exists.

When fresh provisions cannot be procured for the Ship's *Sick requiring fresh provisions may be victualled by the Agent of any Naval Hospital.* company, such of the sick as shall require it may, by the Captain's directions, be victualled by the Agent of any Naval Hospital, the Surgeon making a demand approved by the Captain for the quantity required, according to the form (N^o 34) in the Appendix, and giving receipts for the quantity supplied.

XVII.

He is not to confine his attention alone to the sick berth, *To be attentive to the whole of the Ship's Company as well as to those who may be actually sick.* and those that may be actually sick: but he is to be attentive to every circumstance that occurs, which may in any degree affect the health of the men, whom he is at all times carefully to observe, and if he discovers the appearance of disease or indisposition in any man he is to examine him though he make no complaint, and finding his suspicion well founded, he is immediately to take such steps as may be necessary for his cure, that by an early attention to every disease, the cure of it in the individual may be more speedy, and the communication of it to others may, if possible, be prevented; and for the better effecting this purpose, he *and to be present at all musters.* or one of his assistants is to be present at all Musters.

M m

Upon

What description of men are to be put on the list for lemon-juice and sugar.

Upon long cruizes or voyages, when there is not a sufficiency of lemon-juice for the whole number of men on board, he is, in his inspection of the Ship's company from time to time, to endeavour to ascertain whether any of them have obscure symptoms of sea scurvy, too slight to make it necessary for them to withdraw from duty, and to be put on the sick list, and also to enquire what men have been longest on salt provisions, and making out a list of such men, he is to present it to the Captain, in order that he may give directions for their being supplied in preference with the usual allowance of lemon-juice and sugar, put into the charge of the Purser for that purpose.

XVIII.

To have in constant readiness every thing necessary for dressing wounded men.

He is to keep every thing necessary for dressing wounded men in such a state of readiness that he may be perfectly prepared, although the Ship should be suddenly brought to action. And whenever the Ship shall be cleared for action, he is with his assistants and others appointed to

To repair to the Cockpit when the Ship shall be cleared for action.

attend him to repair to the Cock-pit, or such other place as the Captain shall appoint, where a platform shall be prepared for the reception of the wounded men.

To instruct all such as the Captain shall appoint in the use of the Tourniquet.

He is to instruct all those stationed with him, and all others whom the Captain shall appoint, in the use of the tourniquet, many of which when clearing for action shall be distributed to the different quarters, two or three at least being

being sent into each top to be applied whenever it may be two or three
 useful, that the Wounded men may suffer as little as possible of which are
 from the loss of blood, while they are waiting until he shall to be sent into
 be able to attend to them and to dress their wounds. each top.

XIX.

He is to visit the sick and wounded men under his care To visit the
 twice at least every day, or oftener if the state of their Sick and
 health or wounds shall require it, and he is to see that his Wounded
 assistants also visit them and report their condition to him, Men twice at
 as often as may be necessary, and that all who are ap- least every day
 pointed to attend them are at all times as attentive to them and his assist-
 as their situations can possibly require. ants as often
as may be ne-
cessary.

XX.

If among the sick there be any whose diseases appear To report to
 to be dangerous or difficult to cure, he is to inform the the Captain
 Captain thereof that application may be made for the as- dangerous or
 sistance of the Physician of the Fleet whose directions, after difficult cases,
 he shall have seen the patients, the Surgeon is always to in order that
 follow. the Physician
of the Fleet
may be sent
for.

XXI.

He is to have a stove with clear-burning cinders in the To have a
 sick berth, as often as possible, not only for the comfortable Stove with
 warmth of the patients, should the climate and season re- clear burning
 quire it, but to prevent dampness and purify the air. cinders in the
Sick berth.

M m 2

XXII. He

XXII.

To represent to the Captain the state of such as are unable to attend their duty,

and to report particularly those whose distempers may be infectious.

He is every morning to represent to the Captain the state of all those who are unable to attend their duty, describing their cases in a book, agreeably to Form (N°. 35) and submit his opinion on the steps proper to be taken for their comfort and accommodation, and to report particularly any whose distempers may be infectious, in order that they may be sent out of the Ship, or if that cannot be done, that they may be separated from the rest of the sick and the Ship's company, and means taken to prevent the progress of disease.

XXIII.

To submit to the Captain the propriety of carrying iron pots with cinders between decks when the lower deck ports cannot be kept open.

When from bad weather the lower deck-ports of Ships of the line cannot be opened, and the leakage from those ports, and the breath and perspiration of the men sleeping below render the space between decks replete with moisture and noxious effluvia, tending to produce disease and generate infection, he is to submit to the Captain the propriety of keeping the Ship as dry and sweet as circumstances will admit, for which purpose he is to recommend that iron pots or hanging stoves with burning cinders be carried between decks, into the well, and every other part of the Ship in which they can be placed with safety, where the air is stagnant and offensive from defect of ventilation.

To diffuse the vapour of ni-

He is also when infection shall exist, or there shall be cause

cause to suspect its existence, with the Captain's permission, ^{trous acid} to fumigate every part of the Ship, by diffusing the vapour ^{when infection is supposed to exist.} of the nitrous acid: with the materials for performing which he will be supplied by the Commissioners for Sick and Wounded Seamen; directions for conducting the process being given in (N°. 36) in the Appendix.

During this fumigation the bedding and clothes of the ^{Bedding and clothing of the men to be opened during fumigation.} men are to be opened, spread loose and detached, so that they may be completely pervaded by the vapour.

XXIV.

Sickness and mortality among seamen in tropical climates, ^{Peruvian bark and wine on what occasions to be given.} having been observed to be chiefly occasioned by the duties they are required to perform on shore, and Peruvian Bark with wine having been found to be useful as a preventative, he is when his Ship shall be in such climates to request of the Captain a list of the men who are to be sent on shore on wooding or watering duty, and to administer to each man, previous to his leaving the Ship in the morning, a drachm of Bark in half a gill of sound wine, and he is also to give to each man the like quantity of wine after he shall have taken the bark; and a like quantity of bark and wine proportioned in the same manner is to be given to each man in the evening of the same day on his return to the Ship, particularly observing that the bark administered for this purpose is always to be given in substence, and not in

in tincture. As wine is allowed to Ship's companies on such stations he is to make application to the Captain for some of the best of the wine supplied for the Ship's use, to be reserved for this purpose. If it should happen that any men are to remain on shore all the night, he is to furnish the Officer commanding them with a sufficient quantity of bark and wine, mixed together according to the proportion before-mentioned, for their use.

To report to the Commissioners of Sick and Wounded the effects of administering Bark and Wine.

The Surgeon is to observe attentively the subsequent state of health of the men to whom the bark shall have been thus administered, and to report fully to the Commissioners for Sick and Wounded seamen his opinion of its effects.

XXV.

To propose to the Captain suitable warm clothing on the return of a ship from a warm climate.

It having frequently occurred that the crews of Ships on their passage to England, after having been long in a warm climate, have been destitute of clothes, except such as were adapted to their former station, and that on their arriving in the northern latitudes, particularly in the winter season, great numbers have been seized with rheumatic and pulmonary complaints as well as other dangerous diseases, evidently arising from a deficiency of warm clothing; he is therefore previous to their sailing to submit this matter to the Captain's consideration, that he may take such steps as he may judge expedient for procuring an adequate stock of suitable clothing.

XXVI. When

XXVI.

When men having infectious diseases are to be sent to an hospital, the Surgeon is to give as early information as possible of such intention to the Governor or Physician of the hospital, that preparation may be made for their being received without any risk of their communicating the infection to others.

To give notice when men having infectious diseases are to be sent to an Hospital to the Governor or Physician of the Hospital.

After the sick are landed, he is to represent to the Captain the necessity of the Ship's being thoroughly purified, and of repeated fumigations, also the advantage of fires in the different parts of the Ship, and a proper admission and perfusion of the external air, with a view to eradicate the seeds of infection.

To represent to the Captain the necessity of fumigations &c. after the Sick are landed.

XXVII.

When sick men are sent on shore to an hospital or sick quarters, or on board an Hospital Ship, the Surgeon is to send to the Physician or Surgeon an account in writing, sealed up, of the manner in which they were first seized, of the nature and progress of their disorder, and of the means which have been used for their cure, particularly specifying any reason he may have for suspecting any of their complaints to be feigned.

To send an account in writing of the cases of Sick Men to the Physician or Surgeon of the Hospital, &c.

XXVIII. Whenever

XXVIII.

To report to the Captain such as from ill health or hurts are no longer fit to serve in the Navy.

Whenever there shall be men on board who, from the general state of their health, or the particular nature of their hurts or diseases are no longer fit to serve in His Majesty's Navy, he is to report them to the Captain that they may be surveyed, but he is to be extremely careful not to suffer himself to be deceived by the feigned complaint of artful men, who wish to obtain improperly their discharge from the service.

XXIX.

To provide himself with Smart Tickets.

He is to be provided at all times with a competent number of Smart Tickets, which will be delivered to him on application to the Commissioners for Sick or Wounded Seamen, or to their Agents at the out-ports.

XXX.

To give a Smart Ticket to every man so wounded or hurt in the Service as to make it probable the Chest at Greenwich will grant him a pension.

He is to give a Smart Ticket to every man who shall be so wounded or hurt in the service as to make it probable that the Chest at Greenwich will grant him a Pension, or such smart-money as may be worth the time and expense of his going to obtain it. This Ticket in which he is to describe minutely the nature of the wound or hurt is to be made out, before the man leaves the Ship, and not afterwards unless in cases where it shall appear that the wound or hurt has proved of more serious consequence than was at first apprehended, and he is to deliver it to the man himself, if he
be

be discharged from the Ship, but if he be sent to an Hospital, it is to be delivered by the assistant who goes with him to the Surgeon of the Hospital, to be given by him to the man on his discharge therefrom.

XXXI.

He is to make out every two Months a list according to Form (N^o. 37) in the Appendix, of all such Seamen and Marines as may have received wounds or hurts during that time, which may entitle them to relief from the Chest at Greenwich, distinguishing such of them as shall have received Smart Tickets, and such as have not, a copy of which list, signed by himself, he is to deliver to the Captain, to be forwarded with the Muster Books to the Commissioners of the Navy; and he is also to send a general list of all such wounded or hurt Seamen or Marines, specifying such of them as may have received Smart Tickets, as above directed, to the said Commissioners, when he shall leave the Ship, or when he shall apply for his Pay, without which he will not be allowed to receive it.

To make out every two months a list in form of (No. 37) of all such Seamen and Marines as may have received Wounds or Hurts.

XXXII.

He is to keep a Journal of his practice, noting the disease and symptoms, with the medicines, daily prescribed, according to the Form delivered to him on his appointment (N^o. 38) in the Appendix, which Journal is to be sent to

To keep a Journal of his practice, noting the disease, the symptoms and the medicines daily prescribed.

the Commissioners for Sick and Wounded Seamen, with the other papers necessary for passing his Accounts at the expiration of each year, and not oftener, unless in case of his quitting the Ship. He is also to give a general history of the prevailing Complaints in the Ship during the above periods, and if any malignant or infectious diseases shall have existed, to trace them to their source, and to account for their introduction, stating the means used to destroy the infection and prevent its re-appearance. He is also to note therein the particulars of those cases in which he may have demanded wine of the Purser.

If the Crew shall have been healthy, he is also to state in his Journal what has been the general economy of the Ship.

XXXIII.

To transmit a weekly return to Commissioners of Sick and Wounded when the Ship shall be in any port of Great Britain.

When the Ship shall be in any Port in Great Britain, he is not to fail to transmit regularly to the Commissioners for Sick and Wounded Seamen, a weekly return of the state of the sick, signed by himself, with remarks and observations according to the Form (N^o. 39) in the Appendix.

A like return every two months when abroad.

When the Ship shall be Abroad, a like return, containing his observations for two Months, shall be transmitted by him when the Captain sends home his Monthly Books, stating in the remarks the effect of the weather and the climate on the health of the men.

When

When the Ship has been on a Cruize, one general return is to be made on his arrival at any Port in Great Britain.

A general report on the return of the Ship, from a Cruise.

In every return the names and qualifications of his assistants are to be inserted.

XXXIV.

He is to transmit with his Journal before required, an account according to Form (N^o. 40) in the Appendix, of the receipt and expenditure of the medicines, utensils and other articles placed under his charge, to the truth of which he is to make affidavit. On leaving his Ship he is to obtain his successor's receipt for the medicines, necessaries and other articles delivered over into his charge, and in the event of the Ship being paid off he is to return such articles as may remain in his charge to the Agent of the Sick and Wounded Board, taking his receipts for them to accompany his Accounts.

To transmit with his Journal an account of the receipt and expenditure of Medicines, Utensils, &c. To obtain his Successor's receipt for Medicines, &c. delivered to him on leaving his Ship.

XXXV.

He having the charge of the lives of so many useful subjects of this kingdom, who from crowded accommodations, the nature of their diet, the varieties of weather and climate, and various other circumstances, are liable to infectious fevers, as well as to scurvy and chronic complaints, and also to accidents from wounds or hurts, &c. incident to

A kind and attentive conduct to be observed towards those under his charge.

their mode of life: The guarding against and counteracting these evils will depend very materially on his own resources and promptitude in applying the most speedy remedies according to circumstances: and as sickness in the most favorable situations on shore in some degree depresses the spirits, much more must it affect his Patients on board of Ships of War, laboring under so many inconveniencies which cannot be remedied; under those circumstances it becomes his duty to sooth and cheer their minds by the most humane attention, to hear with patience all their complaints, and redress whatever they may think grievances by every expression of consolatory kindness, which will naturally inspire them with confidence, exhilarate their spirits, and add to their hope of recovery, to which it cannot fail to contribute.

XXXVI.

To obey all directions which he may receive from the Commissioners for Sick and Wounded Seamen.

He is to obey all directions, which he may at any time receive from the Commissioners for Sick and Wounded Seamen, relating to the application of medicines, or the treatment of the sick, and he is to give them all such information as they may require, and in such forms as they shall point out respecting the state of the men under his care, and the means he makes use of to cure them, and he is to communicate to them all observations he may have made which he conceives may

may be beneficial to the service, and to propose to them all such measures as he may think likely to contribute either to the health of the men immediately under his care, or to the preserving of the health, or promoting the comfort of Seamen in general.

XXXVII.

It being considered expedient, in consequence of the great advantages mankind have derived from the discovery of the Vaccine Inoculation, that the practice thereof shall be extended through His Majesty's Navy, to effect which he is hereby directed to advise all such Patients as may be put under his care with chronic diseases, or such other as may be in a state of Convalescence, who are known to have hitherto escaped the small Pox, or who are even doubtful of having had that disease, to be inoculated with the Vaccine Virus; should any person object to such Inoculation, he is, with a view to overcome their prejudices, to represent the advantages and harmless nature of the operation and its subsequent effects, that there is scarcely ever more than a day's or even an hour's Indisposition, and in the majority of cases there is even no such Indisposition; that the security against the small Pox is certain provided the Inoculation be instituted, and precautions taken to ensure its success; that no deformity attends this Inoculation because there is no Eruption; that there is no known

*To recommend
the vaccine
inoculation.*

known subsequent Disease occasioned, and that no Regimen or Medicines are necessary, except living temperately and using the arm Inoculated as little as may be from the eighth to the thirteenth day.

REGULATIONS

and the said

By the Commissioners for Executing
the Office of Lord High Admiral
of the United Kingdom of Great
Britain and Ireland, &c.

HIS MAJESTY having been pleased by His Order
in Council of the 18th November, 1807, to approve the several
Alterations and Additions contained in the Regulations apper-
taining to the Victualling of the Ships and Vessels of the Royal
Navy, which have been proposed upon that subject since His
Majesty's Order in Council of the 31st December, 1800; and to
direct that the same be incorporated with, and be considered
as forming a part of the General Printed Regulations and In-
structions relating to His Majesty's Service at Sea: We do
hereby require and direct that the aforesaid Alterations and
Additions as herein incorporated, be duly observed and
attended to accordingly.

Given under our Hand the 30th of November, 1807.

James Thynne
Wm. Lowndes Hope
Garrick

(signed)

To the respective Flag Officers,
Captains, Commanders, and
Officers commanding the
Ships and Vessels.

By Command of their Lordships,
(signed) John Harcourt

*By the Commissioners for Executing
the Office of Lord High Admiral
of the United Kingdom of Great
Britain and Ireland, &c.*

HIS MAJESTY having been pleased by His Order in Council of the 18th November, 1807, to approve the several Alterations and Additions contained in the Regulations appertaining to the Victualling of the Ships and Vessels of the Royal Navy, which have been proposed upon that subject, since His Majesty's Order in Council of the 31st December, 1806; and to direct that the same be incorporated with, and be considered as forming a part of the General Printed Regulations and Instructions relating to His Majesty's Service at Sea: We do hereby require and direct that the aforesaid Alterations and Additions as herein incorporated, be duly observed and attended to accordingly.

Given under our Hands the 30th of November, 1807.

(signed)

GAMBIER.

WM. JOHNSTONE HOPE.

JAMES BULLER.

*To the respective Flag Officers,
Captains, Commanders, and
Officers Commanding His Ma-
jesty's Ships and Vessels.*

By Command of their Lordships,

(signed) JOHN BARROW.

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. IX.---CHAP. I.

Of the Provisions.

ARTICLE I.

THERE shall be allowed to every person serving in His Majesty's Ships, a daily proportion of Provisions, as ^{Allowance of Provisions.} expressed in the following Table,

	Bisket pounds avoirdupoise.	Beer gallons wine measure.	Beef pounds avoirdupoise.	Pork pounds avoirdupoise.	Pease pints Winchr. measure.	Oatmeal pints Winchr. measure.	Sugar ounces.	Butter ounces	Cheese ounces
Sunday	1	1	..	1	$\frac{1}{2}$	..	..	..	..
Monday	1	1	..	..	..	$\frac{1}{2}$	2	2	4
Tuesday	1	1	2	..	..	..	..	..	..
Wednesday ..	1	1	..	..	$\frac{1}{2}$	$\frac{1}{2}$	2	2	4
Thursday	1	1	..	1	$\frac{1}{2}$	..	..	..	..
Friday	1	1	..	..	$\frac{1}{2}$	$\frac{1}{2}$	2	2	4
Saturday	1	1	2	..	..	..	..	..	..
Forming a weekly proportion to each man of ...	7	7	4	2	2	$1\frac{1}{2}$	6	6	12

together

together with an allowance of vinegar, not exceeding half a pint to each man per week.

II.

*Change of
some species of
Provisions for
others as the
Service may
require.*

In case it should be found necessary to alter any of the foregoing particulars of Provisions, and to issue other species as their substitutes, it is to be observed,

That a pint of Wine, or half a pint of Rum, Brandy, or other Spirits, holds proportion to a gallon of Beer.

That four pounds of Flour, or three pounds thereof, with one pound of Raisins, are equal to a four pound piece of salt Beef.

That half a pound of Currants, or half a pound of Beef Suet, is equal to one pound of Raisins.

That four pounds of fresh beef, or three pounds of Mutton, are equal to four pounds of salt Beef, and three pounds of fresh Beef, or Mutton, to a two pound piece of salt Pork, with Pease.

That one pint of Calavanees or Dhall is equal to a pint of Pease.

That whenever Rice is issued either for Bread, Pease, Oatmeal or Cheese, one pound of Rice is to be considered

as equal to a pound of Bread, a pint of Pease, a quart of Oatmeal, or a pound of Cheese.

That a pint of Wheat, or of Pot Barley, is equal to a pint of Oatmeal;

That five pounds and three quarters of Molasses are equal to one gallon of Oatmeal;

Then when Sugar is substituted for Butter or Cheese, one pound of Sugar is equal to one pound of Butter, or two pounds of Cheese.

That one pint of Oil is equal to a pound of Butter, or to two pounds of Cheese: and that half a pound of Cocoa, or a quarter of a pound of Tea, is equal to one pound of Cheese.

III.

It is left to the discretion of Commanders of Squadrons to shorten the aforesaid Allowance of Provisions, according to the exigence of the service; taking care that the men be punctually paid for the deficiency; and the like power is given to the Captains of single Ships, in cases of absolute necessity. All men are however to be equal in point of victualling; and therefore it is hereby strictly forbidden to

Allowance of Provisions to be shortened, when the Service requires it.

O o

supply

supply any Officer or other person at whole whilst the rest of the Company are at short allowance.

IV.

*No Provisions
to be used on
shore, or sent
out of the Ship
on any private
account, nor
Savings to be
paid in kind.*

As all are to be equal in point of victualling, so no provisions or victualling stores are to be drawn or taken up on shore, or to be sent out of the Ship, on any private account whatever: And as the allowance of provisions is calculated and intended for daily subsistence only, no savings made either by the Officers or others of the crew shall be paid them in kind, such practice being highly detrimental to the Crown; but the Purser shall pay for the same, on the behalf of Government, agreeably to the instructions contained in the chapter of payment for savings.

*Savings to be
purchased on
the part of
Government.*

V.

*One eighth of
the Provisions
issued by
Weight or
Measure, al-
lowed to Pur-
ser for Waste,
Loss, &c.*

As the issuing of Provisions in small quantities is attended with considerable waste, and the several articles are otherwise liable to shrinkage and loss, or to be eaten and destroyed by rats or other vermin, the Purser, in full indemnity for such waste, loss or destruction (wherein are included scrapings of Butter and Cheese, and siftings of dust from bread) shall, on the passing of his accounts at the Victualling Office, have credit for one eighth part of the several species of provisions allowed for victualling the crews

crews of His Majesty's Ships and Vessels, Flesh excepted.

VI.

The Beef provided for His Majesty's Ships is to be cut into eight pound pieces, and the pork into four, or occasionally six pounds pieces; and no unusual pieces are to be put up with the Meat; such as Leg Bones, Shins of Oxen, Cheeks of Hogs, Ox Hearts, &c.

How Beef and Pork are to be cut, and what Pieces cut to be put up.

VII.

Every cask and package of provisions sent on board His Majesty's Ships, whether wet or dry (bread only excepted, which generally is to be in bags containing one hundred and twelve pounds each) are to have the contents thereof, as to species and quantity, marked thereon, together with a number, and the time when and place where packed; observing that the casks are to be marked on the heads, and the packages on some proper and conspicuous part of them. The casks with beer, being gauged by a sworn gauger, are to have the contents in gallons wine measure marked by him on their heads: and in all cases of provisions, under warranty, the same is to be notified to the Purser, when sent on board.

All packages of Provisions to have the contents marked on them. Beer casks gauged, and marked by a sworn gauger

VIII.

*Flour and
Suet in lieu of
Beef.*

*But not to ex-
ceed four
months Vic-
tualling.*

*Canvas to be
supplied for
pudding bags.*

For the better preservation of the health of the Ship's company, it is ordered that on every beef day there shall be issued a proportion of flour, raisins, or suet, in lieu of half the beef; but the quantities supplied the ship for this purpose shall not extend beyond four months victualling at one time; and there shall be supplied once a year from the Victualling Office, a proportion of canvas for pudding bags, after the rate of one ell to every sixteen men.

IX.

*Butter and
Cheese not to
be supplied for
more than
three months.*

In the victualling of His Majesty's Ships for foreign or other voyages, there shall not be supplied more than three months butter and cheese; but the remainder shall be made up by such of the substitutes described in the 2d article of this chapter as shall be found most expedient.

X.

*Casks for
foreign service
to be new.*

All casks supplied to Ships bound on foreign voyages, whether for beer or water, shall be new, to prevent any occasion for buying casks abroad.

XI. AN

XI.

All His Majesty's Ships, whether victualled for Channel or Foreign Service, are to be furnished with as many water casks as their Captains or Commanders shall demand ; and as the same are to be supplied of such sizes as the Captains shall apply for, either leagers, butts, puncheons, hogsheads, barrels, or half hogsheads, all Commanders are to have regard thereto, and to apply for such quantities and species of water cask as they can conveniently stow ; observing that leagers are to be demanded and supplied for the ground tier only.

*Water Casks
to be supplied
agreeably to
demand from
the Captain.*

*Leagers for
Ground Tier
only.*

XII.

The very great demand for beer and water casks at the out ports, making it extremely difficult, more especially in time of war, to raise and fit them fast enough, and the expense attending the same being very great ; and as both the difficulty and expense would be materially lessened if the beer and water casks on board Ships employed in Home or Channel service were not to be shaken, all Commanders of His Majesty's Ships so employed are hereby most strictly required, never to suffer the empty beer or water casks to be shaken unless in cases of absolute necessity ; and when such necessity shall arise, to give particular orders that the casks be very carefully

*Empty beer
and water
casks not to
be shaken but
in cases of ab-
solute neces-
sity.*

fully taken to pieces, and the staves and heading marked and packed in such manner as shall enable the Cooper to set them up again; that the iron hoops be very carefully stowed away in bundles, without being bent or otherwise injured; and that they be either returned, when a proper opportunity may offer, into His Majesty's victualling stores, or be again set up if wanted. And the said Commanders are hereby further directed to transmit quarterly, to the Commissioners of the Victualling, a particular account of all beer and water casks which may have been so shaken, stating whether they have again been set up, or the staves and hoops returned into store, and at what place.

XIII.

Provisions to be supplied by order of the Commander in Chief.

Though all warrants for Victualling do properly issue from the Lord High Admiral, or Lords Commissioners of the Admiralty, yet if any of His Majesty's Ships shall happen to come into port in want of provisions, the warrant of a Commander in Chief shall be sufficient to the agent, or other instrument of the victualling, to supply the quantity wanted; and in urgent cases, where delay may be hurtful, the warrant of the Captain of the Ship shall be of equal effect.

Or of a Captain in urgent cases.

XIV.

Victualling Vessels to be dispatched,

When Vessels go on board with provisions or Victualling Stores

Stores they are not to be suffered to loiter by the Ship's side, *and if unavoidably detained, a Certificate to be granted their Masters of the cause, and period of their detention.* but forthwith to be unladen and sent away ; and in the event of their being necessarily detained, the Commanding Officer is to grant the Master of the Vessel a Certificate, stating the time of her detention, and the occasion thereof ; to the end that the Crown may not be subjected to any unreasonable charge for demurrage, observing that, if it should appear that any Vessels have been improperly detained, the expense will be charged against the Wages of the Commanding Officer, by or through whom such unnecessary detention shall have taken place.

XV.

All supplies of Provisions are to be put on board His Majesty's Ships, without any charge to the Purser for lighterage, portorage, or otherwise, and with all the dispatch possible ; *Provisions to be sent on board without charge to the Purser and delivered into the Slings of the Ship.* and on the arrival of the Vessels conveying such supplies on board, the Commanding Officer is to cause the provisions to be put into the slings or tackle of the Ship, by careful men belonging to her, and to receive from the master of the Vessel a perfect bill of lading, under the hand of the Victualing Officer, in order that he may see if the whole be duly brought on board. But whenever this service can be performed by the Ship's boats, the Commanding Officer is to cause them to be so employed, so as thereby to prevent unnecessary expense to the Crown.

XVI. If

XVI.

*Provisions or
Victualling
Stores damaged or lost
through malice or care-
lessness to be
paid for by the
offenders.*

If any provisions or stores slip out of the slings, or are otherwise damaged or lost by malice or carelessness of any of the Ship's company, the Captain is to charge the value against the wages of the Offender or Offenders, and to give the Purser a Certificate, expressing how the same happened, with the name of the Offender or Offenders, and the amount of the sum charged against him or them, to the end that he may be allowed credit for the same on his accounts.

XVII.

*No Provisions
to be refused
till surveyed.*

No provisions sent for the supply of His Majesty's Ships shall be refused on pretence of being old or unfit for keeping; but where there shall be reasonable ground of objection against any provisions, the Captain or Commanding Officer shall cause the same to be surveyed by the proper Officers, who are faithfully to report to him under their hands the state and condition thereof; and if the said provisions shall then appear unfit for the use of the Ship, and she shall be at an established Victualling Port in England, he is to direct the Purser to return them to the Agent, or other proper officer of the victualling, who sent them off, together with a duplicate survey for his justification in so returning them. But if the said provisions shall be received from or returned to Agents abroad, he is in such case to direct the Purser immediately to transmit
a duplicate

a Duplicate Survey to the Commissioners of the Victual-
ling, noting on the Survey subjoined or annexed to the
original order for taking it (which order and survey the
Purser is carefully to keep, in order to be produced on the
passing of his accounts) when and by what conveyance the
Duplicate Survey was so forwarded.

XVIII.

The Captain is frequently to order the proper Officers to
inspect into the state and condition of the Provisions,
especially on Foreign voyages: and if the bread prove
damp, to have it aired upon the quarter-deck or poop; and
also if any pickle shall have leaked out of the flesh casks,
to cause the deficiency to be supplied from other casks
which shall have been opened (the pickle of which is to be
occasionally reserved for such purpose) the casks to be
new drove, and thereby, or otherwise, be made tight and
secure.

*Condition of
the Provisions
to be fre-
quently in-
spected.*

XIX.

When any of His Majesty's Ships shall come into Port
either at home or abroad, they shall, if it can be done con-
veniently, at a reasonable rate, and without endangering
the spoiling of the salt meat on board, be supplied two
days in the week with fresh beef or mutton, which the Ship's
boats are to convey on board, one day in lieu of salt beef,

*Fresh Beef to
be supplied
twice a Week
in Port when
convenient.*

P p

and

and the other in lieu of salt pork. But this proportion is not to be exceeded, except in cases of the Ship being at an established victualling Port in England, where the Agent shall be under orders to issue a larger quantity, and excepting also in urgent instances abroad, wherein the Captain may find it indispensably necessary to depart from this general rule; the particular circumstances whereof he is to state in his order to the Purser, which order, or a properly attested Copy of it, is to be produced by the Purser on passing his accounts: nor is more fresh beef to be taken on either of the two days or otherwise, than the proper proportion, as near as may be, for the number of men actually on board. And it is to be observed, as has been already noticed in the 2d Article of this Chapter, that three pounds of mutton are equal to four pounds of salt beef, or to a two pound piece of salt pork with pease.

XX.

*Rules to be
observed in the
receiving and
serving of
fresh beef.*

In all cases where fresh meat is received on board His Majesty's Ships, the Commanders are respectively to take care that it be perfectly good and wholesome: and in order to a just distribution thereof, and to prevent any occasion of complaint, the same, if beef, is to be sent on board in quarters, and, if mutton, in carcasses, which in number and weight are to be entered in the Log-book as they come on board, together with the place whence and person from whom they are received. Conformably to
which

which weight the quarters or carcasses are to be cut up into the usual mess pieces, in some convenient and public part of the Ship, open to the view of the Company, and under the particular inspection and supervisal of a Lieutenant, the Master, and a Mate, to be appointed by the Captain for that purpose. When the meat is boiled, it is to be delivered out in the customary manner of pricking fairly for it; and no quarters, carcasses, or particular pieces are to be reserved or picked for the Officers, petty Officers, or any other persons, or any distinction, favour or partiality shewn therein. And the better to cheque the receipt and expenditure of fresh meat, and to ascertain, in case of complaints, under whose inspection it was cut up, the names of the Lieutenant, Master, and Mate, together with the number of quarters of beef or carcasses of mutton cut up in their presence, the number of pieces of beef or pork produced therefrom, and the time when the same were received on board, are to be inserted in the Log-book.

And whereas some of the eldest Pursers of the Royal Navy did formerly present a memorial, in behalf of themselves, and the rest of their brethren, representing that it had been their constant practice, as often as their respective Ships were victualled with fresh meat, to boil such a quantity of greens and roots with it as to give sufficient satisfaction to the men, and (in order to afford them no room to murmur on account of the saving of pease by boiling fresh meat) to boil pease for their Monday's dinner, besides

Pursers to supply greens and roots when their Ships are victualled with fresh meat, in lieu of the pease thereby saved.

their allowed oatmeal for breakfast ; and proposing if the greens and roots furnished by them, should not be judged sufficient for the men, to increase the same to any quantity that should be prescribed ; all Commanders are to take care that their respective Pursers do comply with what is contained in the said Memorial, by furnishing a sufficient quantity of roots and greens to the Seamen with their fresh meat (when they can be procured, and not at any time exceeding the value of the pease saved, at the Purser's credit price) or to make it known to the Secretary of the Admiralty if they fail therein.

XXI.

*Rules to be
observed in re-
lation to spi-
rituous liquors.*

Whenever any of His Majesty's Ships or Vessels are supplied with rum, brandy, or other spirituous liquors, in lieu of beer, the same is to be sent on board in casks of such sizes as can be most conveniently stowed : but as the keeping as well as issuing of the said liquors is liable to dangerous accidents, if proper care be not taken for preventing the same, when the said liquors are wanted, either to be issued to the Ship's Company, or to be started into smaller or other casks, they are to be hoisted on the upper deck ; and whilst this is doing, proper sentinels are to be placed to prevent candles being brought near the hatches while they are open, or near the liquors while they are serving or starting, neither of which is ever to be done but by day-light.

All

All Commanders of His Majesty's Ships are hereby strictly required and directed to be very careful that the whole of the said methods be put into execution ; if the store-rooms can be fitted in the manner before-mentioned ; but if they cannot be so fitted, all the other precautions of placing proper sentinels, of not suffering candles to be carried near the liquors, causing the same always to be issued and started upon the upper deck, and of never suffering either to be done but by day light, are to be most punctually observed.

XXII.

As it is of very pernicious consequence to suffer the Seamen to drink, in drams, the allowance made to them of any kind of spirituous liquor in lieu of beer ; and it having been found by experience, that the serving of it mixed with water is very conducive to the preservation of their health ; every Commander is therefore strictly charged, never to suffer any kind of spirituous liquor to be issued by itself to the Company of the Ship or Vessel under his Command, but to cause the allowance for all the Officers and Company to be every day mixed with a due proportion of water upon deck, in the presence of the Lieutenant, and two other Officers of the watch, who are to be strictly charged to take care that the men be not defrauded of their allowance ; and he is also to give strict charge to all his Officers to be very careful in their respective watches, to prevent spirituous liquors

No person to be suffered to drink drams. liquors of any kind being conveyed on board the Ship, and to use all possible diligence to prevent drams being drank by any of the Ship's Company.

XXIII.

Wine or spirituous liquors never to be issued in the home ports, or at sea until the beer is expended; nor more than the daily allowance at any time. It appearing that considerable quantities of wine and spirituous liquors have been fraudulently run on-shore from His Majesty's Ships of War and Transports, to the great prejudice of His Majesty's Naval Service, and diminution of the Revenue; for the better preventing of such practice in future, and for punishing those who shall dare to continue or renew it, all Captains or Commanders of His Majesty's Ships or Vessels are hereby strictly required, and positively directed, not to suffer any of those species to be ever issued to the Companies, or any part of the Companies, of the Ships or Vessels respectively under their command, whilst in the Home Ports, nor at Sea, until after the Beer is all expended; and further, when wine or spirits are issued, to take care that no more be served out than the daily allowance, and not any for the paying of debts in lieu of other Provisions, or on any other pretence whatever, And as cocoa and tea may occasionally be substituted for butter and cheese, the Captains or Commanders when not employed on Foreign Service, are at the foot of the accounts of Provisions received, lent, &c. (directed by the 26th Article of this Chapter, to be sent every three Months to the Victualling Office) to certify the number of gallons of Wine and

Quantities of wine, spirits, cocoa and tea issued to be certified in quarterly accounts.

and spirituous liquors (describing them particularly) and pounds of cocoa and tea, issued to the companies of their respective Ships or Vessels within the time of each of the said accounts, and also to cause the same to be regularly inserted in the general account of Provisions received, lent, &c. directed also by the aforesaid Article of this Chapter to be delivered into the Victualling-office for passing their accounts; and lastly to make it known to the Officers, that whenever any allowance of wine, or spirituous liquors, or cocoa, or tea, is discovered to be carried out of the Ship, any Officers concerned therein will be called to strict account.

Officers concerned in smuggling allowance liquors, cocoa or tea, to be called to a strict account.

XXIV.

Commanders of Ships or Vessels stationed in parts where there is an Agent, Contractor, Correspondent, or other instrument of the victualling for furnishing Provisions to his Majesty's Ships, are most strictly charged to cause whatever Provisions they may have occasion for, to be received from such Agent, Contractor, &c. and, to that end to make timely and regular demands for the species and quantities wanted, as set forth in Article 30th of the Purser's Instructions; and never to procure Provisions in any other manner, while such Agent, Contractor, Correspondent, or other Instrument of the victualling, can supply the same. But Commanders of Ships or Vessels stationed in the West Indies, or any part of North America, are never to complete their Provisions

Provisions always to be procured from Agents, Contractors, &c. where there are any.

Ships in the West Indies or North America, never to complete for more than three months.

*nor for their
passage home.*

Provisions to more than three months for their complements at whole allowance, unless any particular service they may be going upon shall necessarily require it : nor are they, when they return home, to complete to a larger proportion than three months for their passage ; taking notice that they are to be accountable for any loss which may accrue to his Majesty, in case they fail in punctually complying therewith

XXV.

*The oldest
Provisions to
be first ex-
pended and re-
placed with
new.*

Whenever any of His Majesty's Ships or Vessels are ordered to be victualled for a certain time, and the Provisions to be kept complete until the Ship or Vessel sails, her Commander is always to see that the oldest Provisions on board be first expended, and that the same be replaced with new from the Victualling Stores on shore, keeping up the said Provisions complete according to orders ; and to do the same with respect to the beer.

XXVI.

*Accounts of
Provisions re-
ceived, re-
turned, lent
&c. to be sent
every quarter
to the Victual-
ling Office ;*

The want of proper and timely accounts being transmitted to the Commissioners of the Victualling, having occasioned frequent mistakes, in making out Purser's balance bills, &c. to the prejudice of the Crown ; every Commander of His Majesty's Ships and Vessels is strictly enjoined to make up at the end of every quarter of the year, viz. on the

31st March

31st March, 30th June, 30th September, 31st December, and to transmit to the said Commissioners, as soon after as opportunity shall offer, accounts of all Provisions (including water if purchased) and victualling stores received, and of those returned, lent, cast by survey, lost by accident or action with the enemy, and of any extra expense of casks, staves, and hoops, that may happen in such quarter: likewise an account of the receipt and expenditure of fresh meat, (as directed in the 34th Article of the Purser's Instructions) signed by himself, the Master and the Purser, after being totalled and certified as per forms (N^o. 16) and to cause each of the said three accounts to be entered in two books, totalled, certified and signed at the end of each quarter as before-mentioned, one to remain with himself the other with the Purser, to be produced on passing their respective accounts. At the bottom of each account so entered, mention is to be made by what conveyance the original was sent to the Victualling Office; and all Commanders are to take notice, that if any mistake shall happen to the prejudice of the Crown, from their failing to comply herewith, the same is to be made good out of their Wages.

*and of receipt
and expendi-
ture of fresh
meat.*

CHAP. II.

Of Tobacco.

ARTICLE I.

*Tobacco to be
supplied by
the Commis-
sioners of the
Victualling.*

TOBACCO, for the use of the companies of His Majesty's Ships and Vessels, is in future to be provided and supplied by, and under the direction of, the Commissioners for Victualling His Majesty's Navy; and proper depôts thereof will be accordingly made at the established Victualling Ports, both at home and abroad.

II.

*Regular de-
mands to be
made by the
Purser.*

From the stores at such established Victualling Ports, and at such other places where there may be an Agent or Contractor

Contractor for supplying the same, the quantities of tobacco required for the companies of His Majesty's Ships employed on home and foreign services, are to be provided ; and which will be regularly supplied upon demands being made by the Purser, approved by the Captain, agreeably to the mode in use for obtaining supplies of Provisions. But with respect to Ships employed upon those stations where there is no Agent for the Victualling, or Contractor for tobacco, the Captain may, if he deem it expedient, direct the Purser to purchase such quantities as may be absolutely necessary in the same manner, and under the same regulations, as are pointed out for the purchase of the Provisions in the 31st and 34th articles of the chapter of Purser.

III.

No greater quantity of tobacco is to be allowed to any of His Majesty's Ships or Vessels, than two pounds weight avoirdupoise, per lunar month, to each of the seamen or other persons belonging to, or serving on board, such Ships or Vessels ; nor is any greater quantity to be permitted to be shipped, at one and at the same time, than will be sufficient to serve the Crews of such Ships or Vessels for the periods to which they shall be severally victualled.

Quantity allowed to be taken on board.

IV.

All tobacco issued to the Companies of His Majesty's Ships and Vessels is to be charged to them severally on the

Issues to be charged on the Ship's books.

Ships books, at the rate of one shilling and seven pence per pound avoirdupoise weight.

V.

Survey of remains and other papers required on closing the Purser's accounts.

Whenever the Purser shall close his accounts, he is to take care to have the quantity of tobacco remaining on board ascertained and inserted in the receipts or surveys of remains, in like manner with other articles of Victualling Stores. He is also to prepare and deliver with his Victualling book into the Navy-Office, tobacco lists so drawn out, as to correspond with the different payments of the Ship, agreeably to form (No. 1.) And he is likewise to deliver into the Victualling Office with his other papers, Certificates signed by the Captain and himself, of the number of pounds of tobacco issued from the day of the then last Payment of the Ship, to the day on which the remains shall have been taken; which quantity is to be added to the remains credited in the account closed, and to be charged to the subsequent account, as the quantity remaining to be accounted for.

VI.

Deficiencies to be paid for.

The Purser is to be charged with the tobacco with which he shall be supplied, according to the actual weight at the time he receives it; and all deficiencies which may appear on making up his accounts, are to be charged to him at the same

same rate which the seamen are to pay for what may be issued to them, that is to say one shilling and seven pence per pound. But in order to compensate the Purser for loss by diminution of weight whilst on board, and other unavoidable waste to which tobacco is subject, a reasonable allowance upon the aggregate quantity he shall appear to have issued will be made to him upon the passing of his said accounts at the Victualling Office:

VII.

Supernumeraries of every description borne on board His Majesty's receiving Ships, and also those borne on board other Ships for Victuals only, are not to have any tobacco issued to them from the public Stock in the Purser's charge.

No issues to be made to supernumeraries in receiving Ships or borne on board other Ships for victuals only.

VIII.

By way of recompense to the Purser for the faithful discharge of this trust, he will be allowed upon the passing of his accounts a commission of ten pounds per centum on the amount of the Quantity of tobacco he shall appear to have regularly issued, calculated at the price at which it is charged to the seamen.

Allowance to the Purser.

CHAP. III.

CHAP. III.

Of the Payment for Provisions, which may be saved by the Ship's Company out of their daily allowance, or become due to them by their being put on Short Allowance.

ARTICLE I.

To be paid for by the Purser every one, two, or three months at the Purser's credit prices. **T**HE Purser shall, at the expiration of every one, two or three Months at furthest, as circumstances may render expedient, pay for all such quantities of bread, wine, spirits, beef, pork, sugar, butter, and cheese as shall, during

during that period, have been saved by, or short allowed to the different messes in the Ship from the established allowance of those species, according to the following prices, viz:

	s.	d.
Bread	0	1½ per lb.
Wine	1	0 per gallon.
Spirits	2	0 per gallon.
Beef—including Flour, &c. .	1	6 per 8lb. piece.
Pork.....	1	2 per 4lb. piece.
Sugar	0	4 per lb.
Butter	0	4 per lb.
Cheese.....	0	2 per lb.

Or at such other Prices as may be hereafter directed. But the Ship's Company are not to be paid for any Savings of Pease, or Oatmeal, except in those cases in which the Commanding Officer shall be under the necessity of putting them to a general Short Allowance of either of those Articles, when the Pease due, shall be paid for at the rate of three shillings per bushel, and the Oatmeal at six pence per gallon.

For

Three accounts of the savings to be made out by the Purser.

For which purpose, the Purser is, at the expiration of every one, two, or three months, as above mentioned, to make out three accounts, according to the form (N^o. 2) specifying in distinct columns the number of each mess, the number of persons in each mess, the name of the person appointed to receive for the mess, the number on the Ship's books of the person so receiving, the quantities of provisions saved by, or short allowed to each mess, the value thereof at the prices before mentioned, the time when paid, the signatures of the persons to whom paid, and the signatures of the persons witnessing the payment, which accounts carefully examined by the Purser and his Steward shall be signed by them, attesting them to be just and true, and that they are ready to make oath thereto whenever required.

III.

The Purser to draw Bills of Exchange upon the Commissioners of the victualling provided there is no Agent &c. on the spot.

If it shall be necessary for the Purser to draw Bills of Exchange upon the Commissioners of the Victualling, for money taken up for the purchase of provisions saved by, or short allowed to the Ship's Company, and the Ship shall not be at any port or place where there is an Agent or other proper instrument of the victualling, the money so required is to be obtained as directed in the 35th article of the Purser's Instructions, page 346; and a certificate is to be subjoined to each bill signed by the Captain, stating that

that the Purser had produced to him the account of the provisions saved by, or short allowed to, the respective messes of the Ship, for the payment of which such bill was drawn; and that the sum so drawn for was the amount of the provisions saved, or short allowed, and no more, during the period therein mentioned.

IV.

But in all cases wherein the Ship shall be at a regular established victualling port, the Purser, instead of drawing bills upon the Commissioners of the Victualling for the amount of the savings, or short allowance, is to procure the sum necessary for the payment thereof from the Agent for the victualling; who will furnish him therewith, upon his delivering to him an account of the quantities, rates, and amount of the provisions saved, or short allowed, with a certificate subjoined or annexed thereto signed by the Captain or Commander, a Lieutenant, and the Master, stating that the money therein inserted is actually due to the Ship's company, and granting also to the Agent a proper receipt for the same.

But at the established victualling ports, the monies required for payment of savings are in all cases to be obtained from the Agents.

V.

The Captain or Commander is, immediately after the bill is

R r

is

All payments to be publicly

made in the presence of the Captain and Master.

is drawn, or the money is received, to cause the payment to be publicly made in the presence of himself and of the Master; the Purser taking especial care that each of the three accounts before mentioned be properly signed by the persons to whom the money is paid, and that each payment be witnessed by a Commission or Warrant Officer who is to sign his name and description in the column for that purpose.

VI.

The Ship's company to have the benefit of the exchange.

All money paid to seamen in Foreign coin shall be issued to them according to the sterling value; and they shall have the benefit of the exchange.

VII.

The buying of savings by the Officers and others strictly forbidden.

It is strictly forbidden to all Officers or others, to concern themselves, directly or indirectly, in buying the seamen's savings or short allowance; and the Officer who has the payment of the same is charged to pay the person belonging to the mess who may be appointed by the parties for that purpose, without any regard to notes or other obligation whatsoever.

VIII.

One of the three accounts before mentioned, to be sent by the Captain to the

Two of the three accounts before mentioned are to be immediately delivered to the Captain, who is to sign a certificate at the foot of the one which the Purser is to keep for

for passing his accounts; setting forth that he had received two accounts of the same tenor and date; one of which accounts the Captain is directly to send to the Commissioners of the Victualling, and to note on the other when, and by what conveyance, it had been so forwarded. The remaining account the Captain is to reserve, and deliver into the Victualling Office on the passing of his accounts; and he is to take notice that the amount of all the bills attested by him for savings, or short allowance of provisions will necessarily be charged as imprests against him, and so remain, until one of the said accounts shall, on his part, be delivered into the Victualling Office.

Victualling Office, and another of them to be produced on passing his account.

IX.

The Captain is to take particular care that the quantities of provisions, which shall from time to time be paid for as savings, or short allowance, be regularly inserted in the accounts which he is required to transmit quarterly to the Commissioners of the Victualling, by the 26th Article of the Chapter of Provisions; and the Purser is also duly to insert the same in his voluntary charge which, by the 47th Article of his Instructions, he is directed to produce on the passing of his accounts.

The quantities of provisions saved to be duly inserted in the Captain's quarterly accounts, and in the Purser's voluntary charge.

X.

With the other papers necessary for passing the Purser's account, he is to deliver into the Victualling Office a separate

A separate account current to be produced by the Purser.

parate and distinct account current of all provisions purchased of, and paid for to, the Ship's company in sterling money; wherein he is to debit himself with the amount of all Bills of Exchange drawn, or monies received, for or on account thereof; and to take credit for the actual amount paid by him, according to the form (N° 3.) At the foot of which account current he is to make oath that the several sums of money, therein stated to have been received and paid for savings or short allowance of provisions, were actually received as therein expressed, and were really and *bona fide* so paid to the several individual persons mentioned in the lists therein pointed out, and not to any other person, or persons, or upon any other account, without any profit or advantage to himself or any other person on his account by exchange or otherwise; that the several quantities of provisions specified in the said lists were all actually saved by, or short allowed to, the individual messes therein particularized; and that not any addition has been made thereto, on behalf of himself or of any person or persons for him, or on any other account or pretence whatever.

CHAP. IV.

For the Purser.

ARTICLE I.

THE Purser being the Officer entrusted to receive the provisions and victualling stores, to keep and distribute the same to the Ship's company, upon particular and urgent occasions to purchase and provide, and finally to account for the same; and having, with two proper and competent persons as his securities for the due discharge of his trust, entered into a bond to His Majesty in the penal sum established for the rate or class of the Ship or Vessel to which he may belong, as undermentioned, viz.

*General duty
of the Purser.*

*To give security for the
due discharge
of his trust.*

1 st Rates	£1200
2 nd ditto	1000
3 rd ditto	800
4 th } ditto	600
5 th }	
6 th ditto	400
and Sloops, &c.	

He

He is hereby strictly required and directed to observe and abide by the following Regulations, Stipulations, and Instructions; and he is not to expect that any irregularity in or omission of any part thereof, or of the Forms referred to therein for keeping his accounts, will be overlooked.

II.

*To get the
Provisions on
board in time.*

He is to inform himself from the Captain, of the time for which the Ship is ordered to be victualled, and to take care that there be no failure on his part in timely getting the full quantity of provisions, water-casks, necessaries, &c. on board: and he is also to take care that all the provisions be sweet, good, and wholesome, and that the casks appear to be sound, or otherwise to object against their being received into the Ship without a survey.

*To receive
none but good
Provisions.*

III.

*Allowance for
the faithful
discharge of
his duty.*

For encouraging him to a zealous and faithful discharge of his duty, he shall, after passing his accounts in the Victualling Office, be paid, in addition to his own and servants' wages, for all such quantities of the species of provisions hereafter mentioned, as he may appear creditor for, by a bill, payable in the general course, or according to the existing practice of the victualling, at the following rates, viz.

Bread

		£.	s.	d.	
Bread	Into which all such articles as may be supplied in lieu, will be reduced, according to their just proportions, on making up his accounts.	0	0	1 $\frac{3}{4}$	per pound
Beer		0	0	1 $\frac{5}{4}$	per gallon
Beef		0	1	8	per piece of 8lbs.
Pork		0	1	3	per piece of 4lbs.
Pease		0	4	0	per bushel
Oatmeal		0	0	6	per gallon
Sugar		0	0	4	per pound
Butter		0	0	6	per pound
Cheese		0	0	3	per pound

IV.

He is not to sell, or make any undue use of the provisions or stores under his charge; and in order that the Crown may not suffer, in the event of his becoming in debt for any species, he will in all cases, wherein he shall have been furnished by the Agents for the Victualling, both abroad and at home, be obliged to pay the following prices for such provisions as he may prove in debt, viz.

*Not to sell or
make undue
use of the pro-
visions or
stores.*

Bread

*Prices to be
paid if in debt
for any species
of provisions.*

		£.	s.	d.	
Bread	Or in proportion for such articles as shall have been supplied him in lieu, except- ing wine, spirits, cocoa, and tea, for which he will be re- quired to pay the respective rates specified in the 5th ar- ticle of this chapter, and ex- cepting also fresh beef which is always to be paid for at the highest price it shall have cost the Crown.	0	0	4½	per pound
Beer		0	0	6	per gallon
Beef		0	4	8	per piece of 8 lbs.
Pork		0	3	6	ditto of 4 lbs.
Pease		0	9	0	per bushel
Oatmeal		0	1	3	per gallon
Sugar		0	1	0	per pound
Butter		0	1	0	per pound
Cheese		0	0	6	per pound
Vinegar		0	2	0	per gallon

*Or higher
prices as cir-
cumstances
may render
fit.*

But if he shall have received provisions or stores from Contractors, Consuls, or other Correspondents either abroad or at home, or shall have purchased any himself that shall have cost more than the prices above mentioned, he will in all such cases be obliged to pay the highest prices which the species he is in debt upon, shall have ever cost the Crown during the time of his account; observing that, agreeably to the notes against the prices in this and in the preceding article, all things supplied in lieu of the established species of victualling, as rice for bread, flour, suet, &c. for beef, fresh beef for salt beef and pork, &c. will on making up his accounts, be cast into the respective articles for

for which the same shall have been substituted; and as it will not be possible to ascertain the precise supply upon which his debt has arisen, he will be charged the highest prices the established species, or any thing supplied in lieu, if higher, have cost; for instance, if he prove in debt for beef, and has received fresh meat in lieu, at a price exceeding the cost of salt beef, flour, &c. his charge will be formed thereupon; and in like manner for any other species, wine or spirits in lieu of beer, and tea or cocoa in lieu of butter or cheese, in some cases, only excepted, as particularly set forth in the next article.

V.

If he prove in debt for wine, spirits, tea, or cocoa when not employed on Foreign service, he is to pay eight shillings per gallon for wine, twelve shillings a gallon for spirits, three shillings per pound for tea, and three shillings per pound for cocoa; taking notice, that in such service these several species will never be deemed used for the service of the Ship's company unless certified in the manner directed and set forth in the 23rd Article of the Chapter of Provisions.

Prices to be paid if in debt for wine, spirits, tea or cocoa, upon Channel service.

VI.

As he will be charged with, and must account for, all victualling stores, viz. casks, tight or dry, iron-hoops, bags, and

All victualling stores to be accounted for.

S s

and jars for which he gives receipts or vouchers, there will be allowed on his account for ordinary waste, as under :

*Allowance for
ordinary waste
of casks,
hoops, bags.*

Casks 1 Tun
Iron-hoops 3
Bags 4

} For every hundred men of
the complement victual-
led for a month,

together with two bags in addition, for the like number of men and period, after the Ship shall have been absent from a victualling port in England more than twelve months. But all deficiencies, after making such allowances, are to be paid for, in Channel service, at the following Rates, viz.

*Prices to be
paid for de-
ficiencies.*

Casks.....£2 0 0 per Tun
Iron-hoops 0 1 0 each
Bags 0 1 6 each
Jars 0 10 0 each ;

and upon Foreign service, the highest prices that shall have been paid by the crown during the period of his account.

VII.

*To provide the
Ship with ne-
cessaries.*

He is to provide the Ship sufficiently at all times with coals, wood, turnery-ware, candles, lanthorns, and other necessities. To enable him to do which, he will, in the event of the Ship's complement exceeding 343 men, be allowed a halfpenny per man a-day for such complement during the time she shall be in commission ; but in case her complement shall consist of 343 men, or under, he will be allowed necessary money according to the following scheme, viz.

*Allowances
for that pur-
pose.*

Complement

Complement of the Ship.	Allowance per Man per Lunar Month of 28 Days.		
	£.	s.	d.
From 343 to 265 inclusive	0	1	5
.... 264 to 156	0	1	6
.... 155 to 122	0	1	7
.... 121 to 97	0	1	9
.... 96 to 87	0	2	0
.... 86 to 77	0	2	2
.... 76 to 68	0	2	4
.... 67 and under	0	2	6

for the amount whereof bills will be delivered to him from time to time, by the Agent to the Commissioners of the Victualling at the port or place where the Ship may happen to be; upon his producing a certificate according to the form (N°. 4, or 5) under the hands of the Commander and Master, of the time to which the Ship is victualled, and of her being completed with the usual necessities for that time. But should the Ship be victualled at any place where there is not an Agent Victualler, he may draw bills upon the Commissioners of the Victualling for the amount of the sum that shall appear to be due to him, by a similar certificate to be thereunto annexed.

Annual Allowance.

The following annual allowance will also be made to him, upon passing his account, viz.

	£.	s.	d.
For a Complement of 800 Men and upward.....	25	0	0
From that to.....700.....	22	10	0
... Ditto to.....600.....	20	0	0
.... Ditto to.....550.....	19	0	0
.... Ditto to.....450.....	16	10	0
.... Ditto to.....350.....	14	0	0
.... Ditto to..... 50.....	13	0	0
.... Ditto to..... 40.....	12	0	0
... Ditto to..... 30.....	11	0	0
.... Ditto to..... 25.....	10	0	0
.... Ditto to..... 20.....	9	0	0
.... Ditto to..... 15.....	8	0	0
.... Ditto to..... all under	7	0	0

together

together with a further allowance of sixpence a man per lunar month for such number of supernumeraries as shall exceed the number of men short of the full complement.

And in case the Ship shall bear a flag or broad pendant, or shall be employed in conducting a convoy, or be commanded by the senior Officer at Portsmouth or Plymouth, so as to occasion the carrying of top and poop lights, he will, in addition to the allowances for necessary money beforementioned, be allowed credit for the same upon the passing of his account, at the rates specified in the scheme (N^o 6) on his producing the certificates there prescribed.

Further allowances when carrying top and poop lights.

VIII.

He is to keep an exact Muster-book of the time of entry, appearance, and discharge of every person belonging to or borne on the books of the Ship; noting therein the cause of such discharge, whether it be death, desertion, or otherwise, and further noting any absence in the time, whether by sickness, with or without leave, or lent to other Ships; which book, together with the Slop-book directed by the 11th Article, will enable him to vouch the tickets, pay or other lists, made out by the Captain for the wages or discharge of any man or men, whether part of the complement or supernumerary. He is also carefully to note down, on the front

To keep an exact Muster-book;

to enable him to vouch tickets, pay or other discharge lists.

front of the said Muster-book, the times of beginning and ending sea victualling,

IX.

To keep a victualling-book, and deliver the same into the Victualling Office for passing his account.

How to be certified.

To produce orders for victualling supernumeraries

He is likewise to keep, and produce for passing his Victualling Accounts, a book wherein the appearance on board, and discharge of every man, shall be noted, and exactly correspond with the Ship's Muster-books; as without it he will not be allowed the victualling of any man, whether part of the complement or supernumerary; taking notice that lists of all people borne as part of the complement need only be signed by himself; but all lists of supernumeraries must be certified by the Captain; and as he is to produce the Captain's Warrant for bearing and victualling them, so if the same be done in pursuance of orders the Captain has received, he is also to procure from him and produce attested copies of all such orders, and be very particular in placing against the name of each supernumerary, from whence he was received, and where discharged to, as in the form for keeping a list of supernumeraries (N^o. 7); and on the front of the book thus directed to be kept, as well as of the Muster-book, he is carefully to note the time of beginning and ending sea victualling, as also short allowance, with the nature and quality of the said allowance, and what money has been paid on that account.

X. He

X.

He is to keep a book of all men sent sick out of the Ship, mentioning in proper columns their numbers on the Ship's books, names, and other circumstances, as directed in the form of a sick-book (N°. 8) which is to be delivered into the Office of the Comptroller of the Navy.

To keep a sick-book.

XI.

He is to keep a book, under the denomination of a Sloop-book, wherein he is to make distinct and separate entries of the particulars and value of the slop clothes, bedding, dead men's clothes, and tobacco, issued or supplied to the Ship's company, as prescribed for the Commander in the Instructions relating to Slop Clothes, and conformably to the forms therein referred to; and he is in all respects to govern himself in receiving and issuing slop clothes, bedding, dead men's clothes, and tobacco, by the instructions at large under the chapters of *Slop Clothes* and *Tobacco*; observing, in addition thereto, that for passing his accounts he is to deliver into the proper offices, correct and perfect lists, agreeing in time and in amount of issues, with the Ship's Pay-books. In case of the loss of the Ship, he is to use his utmost endeavours to preserve his slop-book and muster book, so that pay books may be made out, and the defalcations set off therefrom,

To keep a Slop-book as set forth in the Slop instructions.

To preserve the Slop and Muster-book, if possible, in case of the loss of the Ship.

in

in the event of the Captain's slop and muster books being lost.

XII.

*To keep a
number and
content book.*

He is to keep a book wherein, as far as possible, every separate package of provisions, &c. with the marks, numbers and contents thereof, time when, from whence, and from whom received, is to be correctly entered, as per Form (No. 9); and each and all such entries, the species being kept distinct, are to be totalled or added up, so as exactly to agree with the vouchers given for the same, as well in time as quantity; and at the end thereof he is to enter the stores he is to be charged with, whether casks, hoops, bags or jars, allowing one line for each article, and noting the provisions they contain, or that the casks are for water, as the case may be. And in like manner, the time of expenditure of each package is to be set off against it, noting particularly the cause or occasion, if not applied to the use or service of the Ship's crew; which book he must deliver, signed by himself, into the Victualling Office, with the other books and papers necessary for passing his victualling account; observing that the delivery thereof will in no case, excepting a total loss of the books and papers, be dispensed with.

*The delivery
of which into
Office for pas-
sing his ac-
counts not to
be dispensed
with.*

XIII. He

XIII.

He is never to sign any accounts, books, lists, tickets, receipts or vouchers for provisions or victualling stores, before he has so thoroughly examined and considered them as to be satisfied of the truth and correctness of every particular contained therein; and if at any time discovery shall be made, that he has signed, or knowingly suffered or procured others to sign, a collusive or false ticket, lists, voucher, or vouchers of any kind, he will be discharged from his employ as a Purser, be deemed unfit ever to be entertained as an Officer in His Majesty's service, will absolutely forfeit all the wages due to himself and servant to the time of his dismissal, together with all such sum or sums of money, benefit, advantage, or emolument, as might otherwise arise, and become due and payable to him for tobacco or slops issued to the Ship's company, or on the balance of his victualling account, and will also be subject to such pains and penalties as a court martial may inflict upon him.

*To be careful
in signing
papers.*

*Penalty if de-
tected in sign-
ing, or suffer-
ing others to
sign false
vouchers.*

XIV.

He is to see that every circumstance respecting his charge

T t

be

*To see every
circumstance*

respecting his charge entered in the Log-book; and that the directions contained in the 26th Article of the Chapter of Provisions be duly complied with: Penalty of omission.

be duly entered in the Log-book, as directed in the Master's or any other part of the General Instructions and, he is to be equally careful that the directions in Article 26th of the Chapter of Provisions, directing quarterly accounts to be transmitted, are fully and exactly complied with, so far as depends on him; as no credit for water purchased, for provisions or stores returned, lent, cast by survey, lost by accident, or action with the enemy, or for extra expense of cask, hoops, staves, &c. will be allowed on his account, unless the same are regularly entered and certified in the account for the quarter wherein such claims arise, and also in the General Quarterly Account directed, in the said article, to be delivered by him for passing his accounts; wherein must be noted, by what conveyances the several accounts constituting the whole, were transmitted to the Victualling Office.

XV.

Not to blend the receipt or expenditure of provisions or victualling stores in one quarter with those of another.

He is to take special care, that the receipts or expenditure of provisions or victualling stores, in one quarter, be not blended with those of another; but that in all cases vouchers be given or taken, and accounts be made up, for each quarter separately and distinctly; and it is to be noticed, that the quarters are officially deemed to close on the

the 31st of March, 30th of June, 30th of September, and 31st of December, in every year.

XVI.

In case he should be appointed to succeed another Purser, he is to procure from him, or, in the event of his absence or decease, from his Steward, a particular and satisfactory account of the time when, place where, and person from whom, the provisions on board were received, together with the time of warranty, so that he may be enabled fully to comply with the latter part of Articles 19 and 20 of these Instructions: but if from unavoidable circumstances such account cannot be obtained, the persons directed to transfer the charge of provisions, &c. to him, are to certify the same, under their hands, at the foot of the report of the survey, with the reasons of prevention, in order that due and early notice may be had in the Victualling Office, and the accounts of his predecessor or himself be regulated thereby, as circumstances may render fit: and the report of surveyors in this, and in all cases of surveys on provisions or victualling stores, must be noticed in the Log-book, by inserting therein the quantity of each article, with any observations that may appear necessary.

If appointed to succeed another Purser to procure an account of when, where and from whom the provisions were received, with the time of warranty;

but if such account cannot be obtained the Surveyors to certify the reason.

XVII.

When one species of provisions is issued in lieu of another, the same to be expressed in all the vouchers and accounts.

If he shall receive one species of provisions in lieu of another, as rice for bread, pease, or oatmeal; calavances for pease, oil for butter, butter for butter and cheese, &c. and the same shall not be expressed in the vouchers given by him to the persons who furnish the same, as well as in his accounts, including his voluntary charge hereafter directed in Article 47, he will be deemed guilty of signing false vouchers, and incur the penalties mentioned in the 13th Article of these instructions.

XVIII.

No allowance for leakage of wine, oil or spirits.

He is never to expect any allowance for leakage of wine, oil, or spirits, but to see that the casks or jars be sound and full at their coming on board (or otherwise to object against their being received into the Ship without a survey) and to be answerable for the keeping of them afterwards; there being proper and convenient places set apart in the hold for securing the said liquors from any abuses, and which are not to be applied to any other purpose whatsoever.

XIX. He

XIX.

He is carefully and frequently to look into the stowage, good order, and preservation of the provisions and to issue out first such part thereof, as he shall perceive most liable to decay, or which shall have the marks of old provisions; informing the Master from time to time, that they may be kept at hand, as directed in that officer's instructions.

To see the provisions well stowed and the oldest first expended.

XX.

If any of the provisions prove defective, or unfit for use, he is to acquaint the Captain, in writing, therewith, who shall immediately procure a warrant from the Commander in Chief, or give one himself (in case no other Ship, or Senior Officer, be in company) directed to three or more Commission or Warrant Officers to survey the same; who, after duly inspecting the provisions complained of, and obtaining information from him of the time when, place where, and person from whom the same were received on board, either by himself or predecessor, and also of their warranty, provided they are under

Defective provisions to be surveyed.

under any, are to draw out a report of the condition of the said provisions upon the back of the warrant, according to the form (N° 10) at the end hereof; and he is to take notice that any informality, omission, or interlineation of the particulars directed to be set forth in the said report, will exclude him from having any part of the provisions, so condemned, allowed upon his accounts; observing further, that marks and numbers are distinct and separate things, and must be mentioned so accordingly.

XXI.

*Provisions
under war-
ranty to be
surveyed seven
days before the
expiration
thereof.
In case of
neglect to be
charged to the
Purser.*

All provisions under warranty are to be surveyed within seven days of, or as near as possible to, the expiration thereof, to the end that if they are found defective the value may be charged on the persons by whom the same were supplied: and as he will be charged with the same in case of neglect, he is on all occasions to apply timely to his Captain or Commander for such survey; but as it may not always be practicable for his Commander to apply to a senior Officer in due time, the survey may be taken by the Officers of the Ship under his warrant, although other Ships are in company, he stating therein why application could

could not be made to a senior Officer or the Officers of other Ships called to assist thereat.

XXII.

If the Ship at the time of survey is at or near any victualling port, he is not to suffer any condemned provisions to be thrown overboard, but to return the same to the Agent or other instrument of the victualling. The same measure he is to pursue, if the Ship be at sea and an Agent be in company; but if there be no Agent, or he shall refuse to receive the condemned provisions, the reason whereof certified by him is to be produced under his hand by the Purser, and the Surveyors shall give their opinion that the same are not safe, nor fit to be kept on board, nor can be made so by packing in tight casks until opportunity may offer to return them, the express reasons whereof they are likewise to certify and set forth at large in the report of survey, he is then to suffer the said provisions to be thrown overboard (butter, as in the next article, excepted): taking the certificate of the Captain and Surveyors of the species and quantity so thrown away; and of their having been so disposed of by the Captain's order, all which are to be expressed in words at length at the foot of the said survey; but he is to observe that no credit will be allowed on his account for any species or quantity of provisions.

Condemned provisions to be returned into store.

In what cases may be thrown overboard.

provisions thrown overboard, unless he makes affidavit that, to his positive knowledge, the provisions therein stated to have been thrown overboard were actually so disposed of, in full weight, tale, or measure, without benefit or advantage to him, or any person or persons whatsoever, and that no part thereof was ever after recovered or made use of: which affidavit must be written upon the same paper with the report of survey or certificate from the surveyors.

XXIII.

*Condemned
butter not to
be thrown
overboard;*

*nor delivered
to the boat-
swain but in
particular
cases.*

Condemned butter is never to be thrown overboard, but to be delivered into His Majesty's stores or to the Contractor from whom it was received, as the same may at all times be kept in tight casks, or jars, till it can be so returned: nor is it at any time to be delivered to the Boatswain, as has been formerly practised, unless the Captain and Master certify that he has no grease or tallow remaining in charge, nor can be supplied with any: in which case he may be furnished with a proper quantity by the Purser: who, on passing his accounts at the Victualling Office, shall produce the Captain's and Master's certificate, the Boatswain's receipt, and a certificate from the Navy Office of the Boatswain having been charged therewith, as vouchers for such expenditure. The Boatswain's receipt shall

shall be taken immediately after each individual supply, wherein he shall express that he has charged himself with the butter, in his own voluntary account of stores received.

XXIV.

In case there shall at any time be a necessity for furnishing the Carpenter with coals for the use of the forge, and the Captain shall, by an order under his hand, direct the Purser to supply the same, he is to take duplicate receipts from the Carpenter particularizing the quantities and times when supplied, and the description of iron work made therewith; one of which receipts, together with the Captain's order he is, within the space of one year at furthest from the time of such supply, to deliver or cause to be delivered into the proper department of the Navy-Office, in order that a certificate may be granted to enable him to be allowed for the coals therein specified, on the passing of his account in the Victualling Office.

The coals necessary for the use of the airing stoves on board His Majesty's Ships are also to be supplied by the Purser; for which he will be allowed at the rate of one chaldron of coals per annum for all Ships of one deck, two chaldrons for Ships of two decks, and three chaldrons for Ships of three decks, according to such price as the

U u

Commissioners

Commissioners of the Victualling shall think reasonable; upon his delivering into the Victualling Office, with the other papers requisite for passing his accounts, a certificate from the Commander stating the time for which coals were supplied for the said service.

XXV.

*Leakage of
beer to be sur-
veyed.*

If any cask of beer shall have leaked out considerably, he is to apply to the Captain for a warrant directed to the Master and two other Officers (the Mates in this case to be esteemed Officers) for their surveying the same; who are to report under their hands, on the back of the said warrant, the quantity leaked out, in words at length, according to the form (N^o. 11) and to be very careful in assigning the cause of the leakage.

Either he or the Cooper is likewise to make oath to the truth of the causes assigned for the said leakage, and of the quantity so lost; that no beer was drawn, pumped or otherwise taken out of the said casks before the time of survey, and that proper vent was timely given.

XXVI.

*No Officers of
the Ship to be*

No Officers of the Ship are to be employed on surveys if
any

any other Ship be in company, except as directed in the preceding and in the 29th Article of these Instructions, and in that case a Commission Officer is always to be one of the surveyors: but if the Ship be alone in a port where there are Naval Officers, or a Naval Officer, the Captain is to apply to have one or more of them joined in the survey.

*employed on
survey, if
others can be
had without
prejudice to
the service.*

XXVII.

He is to procure duplicates of all reports, certificates &c. relating to surveys, signed by the surveyors; and, reserving in his hands for passing his account the one with the original order, he is to transmit one of the others by the first opportunity, to the Commissioners of the Victualling, noting in his general quarterly account at the foot of that quarter in which the survey was taken, the time when, and the conveyance by which, such duplicate was forwarded; and observing that any neglect therein will exclude him from allowance on his accounts for Provisions or Stores cast by survey, in every case where such neglect shall appear.

*Duplicates of
surveys to be
sent to the
Victualling
Office.*

XXVIII.

In case any provisions shall be cast by survey after the time

*Provisions
condemned*

after the time

for which they were to serve not to be allowed without sufficient reason. time for which they were put on board to serve, he is not to expect any allowance for such surveys, unless a very satisfactory certificate from the Captain and Master of the Ship, containing the reasons why the said provisions were not sooner expended, shall be transmitted to the Commissioners of the victualling with the report of survey, and an affidavit from himself confirming the same, on passing his accounts.

XXIX.

Casks of beef or pork short in tale or weight to be surveyed.

Vouchers to be produced to obtain credit for the deficiencies thereof either in weight or tale.

If on opening a cask of beef or pork it should be found short in tale of the contents marked on the head thereof; or if upon weighing a whole cask of beef or pork it should be found deficient in weight, he must apply to the Captain or Commander to issue his warrant to the master, and to one or more of the mates, to survey all the casks of flesh opened after that time, and to report, under their hands, on every cask, whether it exceeds, answers, or falls short of the contents marked on each, or of the full weight, according to the form (N^o. 12); which general survey the Master, and one or more of the mates, are, at the end of every three months, to complete by totalling the number of pieces over and short by tale, and number of Pounds over and short by weight, and by certifying the quantities in words at length (not in figures) in conformity with the form before mentioned. And upon the Purser producing the same with his accounts, and making oath to the truth thereof, and of none of the casks having been opened, or pieces taken out before

before the time of such survey, he will, in the event of the balance being against him, be allowed credit for the deficiency which may thereby appear: but any irregularity in the survey, such as omitting to insert every cask opened, and the marks and numbers upon them, or neglect in not duly inserting the same in the Log, will exclude him absolutely from any allowance.

If the flesh so found short either in tale or weight shall have been received from a Contractor, he is, if he remains on the same station, to inform the Contractor thereof, and to deduct the amount of the deficiencies from the next vouchers he may sign, particularly expressing therein the quantities so deducted; but if he shall have left the station, he is fully to inform the Commissioners of the victualling of the particulars of such deficiencies, in order to their causing the Contractor to be charged therewith.

XXX.

If at any time whilst on Foreign service there should be a necessity for him to receive sea provisions from a Contractor, Consul, Correspondent or other Instrument of the Victualling Office, he is to present to his Captain or Commander, a certificate under his hand of the then exact remains of each species of provisions, or of there being none of any particular species on board, as the case may be: in consequence of, and immediately following which, the Captain

How to demand and receive provisions from contractors, consuls, &c. when on foreign service.

Captain or Commander is to make a demand under his hand upon such Contractor, Consul, &c. to supply the provisions wanted; which demand, being forthwith entered in the Log-book, and a certificate of its being so entered, placed at the foot by the Master, are, with duplicates thereof, to be delivered to such Contractor, Consul, &c. and after the provisions so demanded are received on board, he is, on separate paper from the demand, &c. to give the person supplying receipts for the same, accompanied by a certificate from the Captain or Commander, a Lieutenant and the Master, of the provisions having been received on board in kind; in both of which are to be stated the number and denomination of the packages containing them as per form (N^o. 13) taking care, on all occasions, that proper reference be made in the vouchers given for provisions received, to the date of the demand upon which they are supplied; and that the number of men, and time for which the provisions are intended to be and are completed to, be never omitted in the Captain's demand and Officers certificate.

XXXI.

How to demand and receive fresh meat from contractors, consuls, &c.

On every occasion of receiving fresh meat from Contractors, Consuls, &c. the Captain or Commander is to make a demand for the same, setting forth therein the necessity for it, and mentioning expressly if to be repeated, or the supply continued twice a week (as allowed in the 19th Article of the Chapter of Provisions) during the Ship's stay in port :

port ; which demand, being entered in the Log-book, and certified by the master, is to be presented by him to such Contractor, Consul, &c. and he is afterwards to pass regular and proper receipts for the quantity of fresh meat supplied thereon, accompanied by a certificate from the Captain or Commander, a Lieutenant, and the Master of the same having been received on board in kind, &c. as per form (N°. 14) taking especial care at all times that no more fresh meat be received than the proper proportion, as nearly as may be, for the number of men actually mustered on board.

XXXII.

He is not to purchase any provisions in places where there is an Agent, Contractor, Consul, Correspondent, or other instrument of the Victualling Office for supplying the same, or when there is a likelihood of coming to such place, under pain of having the full cost charged against him in addition to the provisions : but in all cases of absolute necessity for provisions, where there is no agent, contractor, consul, correspondent or other instrument of the victualling, he is to certify under his hand the remains of each species, or that there is none of any particular species of provisions on board ; and having obtained his Captain's or Commander's warrant to procure the necessary quantities to complete the victualling generally, or any species particularly, as the case may require, together

How to purchase provisions abroad if absolutely necessary.

*Vouchers to
be produced
on passing his
accounts.*

gether with the Master's certificate as to the proper entry in the Log-book, in manner set forth per form (N^o. 15) he is to execute the service so committed to his management, with the utmost frugality; taking care that his purchases do not exceed the quantities in the order, and that the provisions he purchases are good, wholesome, and fit for His Majesty's service, and observing that condemnations of provisions purchased by him will not be allowed, unless satisfactorily accounted for. And for passing his accounts for the same, he is to produce the aforesaid certificate of remains, and an order from the Captain or Commander, with the Master's certificate of the latter being entered in the Log-book, a Certificate from the Captain or Commander, a Lieutenant, and the Master, of the provisions being received on board; a bill of parcels expressing, in words at length, the quantity of each species and (if a substitute) for what particular article, and the price thereof, in the weights or measures, and currency of the place; receipts for payment of the amount, witnessed by two Commission or Warrant Officers: and a certificate from the Governor or Consul, if any, or else from two or three of the most eminent merchants of the place, testifying that the prices charged in the said bills were the current rates at the time when the said purchases were made; and stating the then currency of exchange, and the proportion between the aforesaid weights and measures, and those used in England. If purchases are to be made by him in consequence of orders from a superior

Officer to the Captain, he is to observe the rules before laid down, and the Captain's order to him is to be accompanied by a copy of that from his superior Officer.

XXXIII.

In all cases of absolute necessity for his purchasing fresh beef, he is to have his Captain's or Commander's warrant for so doing, wherein is to be stated particularly and at large the occasion of such necessity (the impossibility of procuring it from any instrument of the victualling being indispensably one reason) and whether to be repeated or continued as in the 31st Article of this Chapter. The purport of such warrant is to be entered in the Log-book, and the Master is to certify on the warrant that it has been so entered; which warrant so certified, together with a bill of parcels, &c. made out and vouched as in the preceding article, are to be produced by the Purser for passing his accounts; who is in other respects to guide himself by the Regulations contained in the next Article, and in the 26th Article of the Chapter of Provisions.

XXXIV.

He is (besides entering the quantities in the quarterly account correspondently with the vouchers given for it) to keep an account of the receipt and expenditure of fresh meat as per form (N°. 16) which account, made up quarterly, and certified by the Captain, Master and himself, is

X x

to

How to purchase fresh meat if absolutely necessary.

Vouchers to be produced for passing his accounts.

Accounts of fresh meat received, to be kept and rendered quarterly.

How to account for the produce of live oxen and sheep.

to be transmitted to the Commissioners for victualling His Majesty's Navy, with the other quarterly accounts directed to be forwarded by the 26th Article of the Chapter of provisions : but if it happens at the end of a quarter that any part remains unissued, he is to note the same as carried to, and accounted for in, the next quarter's accounts ; in the first line of which it is to be entered as brought from the last quarter, and shewn how it was issued ; and if he ever receives live oxen or sheep, and the same are slaughtered on board, he is to account for their produce, as well of hides suet and tallow as of flesh, in the manner set forth in one of the forms (N°. 16).

XXXV.

How to take up money abroad for the purchase of provisions.

If it shall be necessary for him to draw Bills of Exchange upon the Commissioners of the Victualling, either for money taken up abroad to purchase provisions, or for the payment of provisions supplied by merchants, or for other services, the money is, if practicable, to be taken up by public advertisement: the Captain or Commander is to attest the bills, certifying that they are drawn upon account of the necessary victualling of the Ship, and by his order : and the Purser is to procure certificates from the Governor, Consul or Merchant as before directed in the 32nd Article, of the Currency of the Exchange at that time, which he is to transmit home with the bills ; and at the same time, or as soon after as possible, to send to the Victualling

tualling Office, a distinct account, shewing how the said money has been laid out, together with a certificate from the Captain or Commander, a Lieutenant, and the Master, of the provisions charged therein to have been bought, having been received on board in kind.

XXXVI.

When he returns home, he is to deliver into the Victualling Office an account current of all his disbursements for the service of the Ship, setting forth the quantity and price of every species of provisions or victualling stores bought, and the particular charge attending the same, reduced into sterling money; at the foot of which account current, he is previously to make oath, that the several sums therein mentioned were actually paid as against each article expressed, without profit, benefit or advantage to himself, or any person on his account, either by exchange, negotiation, sale of bills drawn, or otherwise; that the several and respective quantities of provisions mentioned therein, in Foreign weights or measures, amounted in English weights and measures, to the quantities wherewith he has charged himself, and no more; that they were all received on board in kind; and that he has not procured provisions of any sort at the same time and place on his own account. And when money has been taken up by public advertisement,

*How to pass
accounts of
disburse-
ments.*

he is also to deliver the original tenders in writing, and a copy of the Publication attested by the Captain.

XXXVII.

*No charge for
storehouse-
rent or com-
mission al-
lowed, nor
Sloops or
Boats to be
hired but on
absolute ne-
cessity.
Vouchers re-
quired when
Sloops or
Boats are
hired.*

He is to take notice that there will not be allowed on his accounts any charge for storehouse-room or commission; and as to Sloops or Boats, they are never to be hired, but upon indispensable necessity, when he is to have his Commander's order for so doing, stating the service to be performed, and why the Ship's Boats are not equal to it; and he is further to produce a certificate from the Captain or Commander, a Lieutenant, and the Master, specifying also the occasion of their being hired, the time employed, the service actually performed, and that it could not be performed in less time; taking care likewise that the service so performed be duly entered in the Log-Book, so as to correspond with the certificate.

XXXVIII.

*Water may be
purchased if
not otherwise
to be obtained.*

If the Ship shall happen to be at a place where water cannot be had without payment, and where there shall not be an Agent, or other instrument of the victualling, he is, upon warrant from his Captain or Commander, which is to be entered in the Log-book, and certified by the Master, as in the former articles referring to purchases, to purchase what may be necessary; taking receipts witnessed by two Commission or Warrant Officers, and a certificate from the Captain

Captain or Commander, a Lieutenant, and the Master, of the quantity received on board; taking especial care that the quantity so purchased be entered on the quarterly and general accounts, as directed in Article 26th of the Chapter of provisions, and also in the Log-book, as directed in the Master's Instructions.

IX
XXXIX.

He is not to suffer any extra expenditure of casks without an order in writing from his Captain or Commander; and he is to take notice that casks used for washing tubs, steep-tubs, or by the cook, are included in the ordinary allowance for waste, and are not to be deemed an extra expense. Neither are the casks made use of in the tops or quarters, that are not cut, to be looked upon as expended, nor the iron-hoops on those cut to stand between the guns. And if the casks prove defective where there is no opportunity of returning them into store, and receiving better, he shall employ his cooper to repair and new trim, or convert and reduce them if necessary from one denomination to another, without any charge to His Majesty for workmanship; and shall keep an account of the consumption of casks, staves and iron hoops in consequence thereof, and of the extra expense for other services; which account, with his affidavit to the truth thereof and the Captain's and Master's certificates of the badness of the casks, and necessity for trimming, repairing or converting them, of

*To be careful
of the casks
in regard to
extra expenditure.*

*To repair and
new trim them
on board if
necessary.*

of the quantity so trimmed, repaired or converted, and of any extra expense, according to the form (N°. 17,) he is to produce at the Victualling Office on the passing of his accounts; taking care that each expenditure be duly noted in the quarterly account and Log-book.

XL.

How to be allowed for provisions or stores lost.

If any loss shall happen in the provisions or victualling stores by action with the enemy, or other unavoidable accident, he is to see that the same be inserted and particularly described in the Log-book, and also entered in the quarterly account of provisions returned, &c. and he is to procure a certificate from the Captain or Commander, a Lieutenant, and the Master, stating the particulars of what were so lost, and the occasion thereof, that it did not happen through the neglect or default of any person whatever, and that no part of what was so lost could possibly have been saved; which certificate, confirmed by his own oath, he is to produce on the passing of his accounts.

XLI.

How to be paid or allowed the victualling of other Ship's men.

When, by his Captain's order, he has victualled other Ship's men, not borne on his Ship's books, he is to demand repayment of the same in kind from the Purser of the Ship to which they belong; and in case of refusal, he is to put the men on the Supernumerary List, and to send by the first opportunity, to the Commissioners of the Navy, a perfect

perfect list of the men's names, and time of victualling, certified by his Captain, in order to the men being chequed for victuals on the books of the Ships to which they belong.

XLII.

If at any time it shall be found necessary to lend provisions or victualling stores to any other of His Majesty's Ships, he is previously thereto to have an order from the Captain or Commander for the same, duly dated, particularly expressing the station of the Ship (as to latitude and longitude if at sea,) at the time, and the necessity for the loan, which, if in consequence of orders the Captain or Commander has received, must be accompanied with an attested copy of such orders : and he is to procure from the Purser, receiving the provisions or stores, receipts corresponding as to time and situation of the Ship, with the Captain's order, and mentioning the quantity of each sort in words at length. Of these receipts he is to transmit one to the Commissioners of the Victualling, by the first possible opportunity, and to produce another, together with the Captain or Commander's order for the loan, at the time of passing his accounts ; taking care that the transaction be duly noted at the time in the Log-book, and entered in the quarterly account, and remembering that failure herein will prevent his having credit for the articles said to be lent, although the Purser receiving them will assuredly

*Provisions or
victualling
stores not to
be lent with-
out an order
in writing &c.*

assuredly be charged therewith. And as Provisions under warranty, if condemned within the time, are charged to the Contractor by whom supplied, he is, if he lends any so circumstanced, to inform the Purser receiving them when the warranty commenced, and when, and from whom the Provisions were received, and, in proof of his having so done, he is to cause him to insert the same in his receipt.

XLIII.

To give the Captain a certificate to enable him to pass his accounts, unless circumstances may have rendered it improper.

Whenever the Captain or Commander shall be desirous of passing his accounts, or the Captain or Purser shall be removed from the Ship, the Purser is to give the Captain a certificate in the form prescribed in (N°. 18) unless circumstances shall have occurred to render it improper, in which case the Purser is to represent the same by letter to the Commissioners of the Victualling.

XLIV.

When the Ship is laid up, &c. the victualling Office to send Vessels to bring away the Provisions &c. The Purser to send with the provisions an

When the Ship whereof he is Purser shall return into Port, to be laid up, vessels or lighters will, upon due application being made to the Victualling Office, be immediately sent to bring away the remainder of the Provisions and Victualling Stores. He is therefore to send with the said Provisions or Stores his Steward or some other careful Person, to see the safe delivery of them to the

the Agent or other Officer appointed to receive them; account of when, whence, and from whom received, and when the warranty expires. and at the same time he is to send to the said Agent or Officer, a particular account, under his hand, of the provisions returned, specifying the times when, persons from whom, and places from whence they were received, and if under warranty, when the same will expire; observing Penalty of omission. that unless such an account be sent with the provisions, no receipt or credit will be given him for them.

XLV.

No receipt shall be given to him for provisions or victualling stores returned into store, until he shall have made affidavit that they were received out of His Majesty's stores or Ships, or from Contractors, Consuls or other correspondents of the Victualling, or purchased by himself in pursuance of regular orders: in which affidavit shall be expressed the time when and place where the provisions were received, and that there has been no neglect on his part of timely issuing the same. No receipt to be given the Purser for provisions &c. returned into store until he shall have made affidavit respecting the same.

As to provisions furnished under warranty by Contractors or otherwise, he shall not receive any allowance for them if they are cast by survey after the time of warranty, unless they shall have been previously surveyed and found good as directed in the 21st Article. No allowance granted for warranted provisions if condemned after the expiration of warranty.

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XLVI. For

XLVI.

*How shaken
casks are to be
received into
store.*

For preventing disputes in the return of shaken casks, it is to be observed that twenty-two staves, not less than fifty-five inches in length, will be received as a leager; twenty staves, not less than forty-eight inches in length, as a butt; twenty staves, not less than thirty-eight inches in length, as a puncheon; nineteen staves, not less than thirty-four inches in length, as a hogshead; seventeen staves not less than thirty inches in length, as a barrel; seventeen staves, not less than twenty inches in length, as a half hogshead; and two pieces of heading shall be received as a barrel stave.

XLVII.

*Papers for
passing his ac-
counts to be
delivered into
the offices by
schedule.*

All books and papers necessary for passing his victual-ling accounts are to be delivered into the proper Offices by schedule under his hand, or that of his Attorney or Agent, at one and the same time, or notice be then given of such as are wanting, with reasons why they are so. Without such precautions, and the reasons proving satisfactory and sufficient, no vouchers tending to procure allowances of provisions, stores or Money, will be received or admitted after the general delivery which is to be within the space of four months after he shall be superseded, or the Ship be paid off. And in case he shall have received any provisions or stores from Contractors, he is to produce certificates

*and within
four months
after he shall
be superseded,
or the Ship be
paid off.*

certificates from them or their Agents, of his having signed vouchers for the same. But if he shall be superseded, or the Ship be paid off on a Foreign station, he is to cause his accounts to be made up in the same space of time, and to send them home by the first safe opportunity; acquainting the Commissioners of the victualling when and by what conveyance they were so forwarded.

XLVIII.

With his other accounts he is to deliver one, termed a *Voluntary Charge to be delivered with the other papers for passing his accounts.* Voluntary Charge, agreeably to the form (N^o. 19.) being an account of all the provisions, casks, iron-hoops, bisket bags, oil jars, necessary Money, &c. received into his charge, or for which he has given receipts or other vouchers, during the time of or respecting the account then to be passed. Such voluntary charge to be authenticated at the foot thereof, by his affidavit, deposing that the particular quantities of each species or provisions or stores therein mentioned, were actually delivered on board the Ship in kind; that he did not receive any money or other consideration in lieu thereof, except for his own proportion of the savings of provisions, nor has even been supplied with, or has at any time given receipts or other vouchers for, other or more provisions or stores than what are there stated and set forth; and that he has never sold, embezzled, or in any way improperly or fraudulently applied, disposed, or made use of any part of the said provisions or stores,

Y y 2

XLIX. Besides

XLIX.

*To vouch his
accounts to the
satisfaction of
the Victual-
ling Board.*

Besides the affidavits and other proofs directed and required in different parts of these instructions, he is to vouch and substantiate all claims on any part of his accounts, by such further affidavits, or other methods, as circumstances may render necessary, the case admit, or the Victualling Board require.

L.

*To represent
any complaint
against the
Officers before
the payment
of the Ship.*

If he has any cause of complaint against any of the Officers of the Ship, in relation to the disposition of the provisions or stores belonging to or under his charge, he is to represent the same to the Navy Board, before the payment of the Ship, in order that justice may be done before the said Officers receive their pay.

LI.

*In case of his
being ap-
pointed &c.
abroad to write
to the Victual-
ling Board
proposing his
securities for
the faithful
discharge of
his trust.*

In case of his being appointed, promoted or removed to any Ship, either abroad or at home, he is immediately to write to the Victualling Board, proposing two responsible persons who will become securities and enter into Bond in the usual form, and in the penal sums according to the rate of the Ship as directed in the 1st. Article, for the due discharge of his trust; observing that in the event of any failure in the execution of such Bond, whatever Balance

Bill

Bill may be due to him for such or any former Ship, will be withheld ; nor will he be allowed to draw for, or be supplied with necessary money, until such bond shall have been duly entered into.

LII.

He is to be careful to present his accounts and papers to his Captain so timely, as that he shall have an opportunity of examining them minutely, and not put it off to a moment when it may become impracticable.

Accounts to be presented to the Captain for examination.

LIII.

When a Ship shall have been employed on a Foreign station more than six months, and the Purser shall have an Account of twelve Months not closed, the Captain or Commander shall, upon application being made to him by the Purser for that purpose, and whenever the Service will admit of the Provisions being got up, apply to the Commander in Chief or Senior Naval Officer to grant an order for three of the Masters of the Squadron, whenever so many Ships can be collected, and for one of the Lieutenants of the Ship, to take a strict and careful Survey or Account of the number and contents of every Cask of Provisions which shall remain in the Ship,--of the weight or measure of the ullages of any casks which may have been opened---of the actual weight in pounds of the bread, and of the number and description of the casks, iron hoops, and basket

Forms to be observed abroad, in taking survey of remains of provisions &c. to enable him to close his accounts.

basket bags, which shall actually remain on board at the time of such survey; and to cause an account of the whole to be drawn out and signed by the surveyors in the manner described in the form (N°. 20). But in the event of there being no other Ship on the Station, the Captain or Commander is in such case to grant an order to one of the Lieutenants, the Master, and one of the Master's Mates, to proceed upon and take the survey in the manner above pointed out. The Purser and his Steward are to be present at, and to assist in, the taking of such survey; and are to make oath at the foot thereof, that the survey was actually taken in their presence by the Officers who have signed the same, and that it contains a just, correct, and true statement of the Provisions and victualling stores which really and *bona fide* remained on-board, upon the day on which the said survey was taken.

The Captain or Commander is also to grant a certificate to the Purser, agreeably to the form (N°. 21).

LIV.

*Not to be paid
as Admirals
Secretaries.*

Finally, Purser of Ships, in commission are not allowed to be paid as Admiral's Secretaries.

CHAP. V.

Of Slop Clothes.

ARTICLE I.

THE Captain or Commander of a Ship, upon her being fitted for sea, whether for Foreign or for Channel service, or at any time on her being in want of slops or bedding, is to make timely application to the Store-keeper or Naval Officer at the port where the Ship is, for such quantities of each species of slop-clothing, as will complete the store agreeably to the establishment of 11th June, 1799, and also such bedding as may be needful for the use of the Ship's company; and to get the same on board before he proceeds to sea, thereby to prevent, as much as possible, the purchasing of slops or bedding abroad (which is never to be done but in cases of absolute necessity) or the Ship's company suffering for want of them.

II. But

II.

*Precautions to
be observed
when slops or
bedding shall
be purchased
in Foreign
ports.*

But if through unforeseen accidents, after all due precautions have been taken, the necessities of the men shall require the buying of slop-clothes or bedding in Foreign ports, the Captain is to see that they be as near the kind used in the Navy as can be procured, and at as moderate rates as possible, at which rates, with the addition of 15 per cent. they shall be issued to the Ship's company. And in order that the Purser's account in the Slop-office may be regularly and in due time charged with such purchased slops and bedding, the Captain is, by the first opportunity, to send to the Navy Board an invoice, expressing the time when, the place where, and the name of the person of whom the slops and bedding were purchased; and also the quantities, species, and prices of the same, together with the Purser's receipt for the said slops and bedding, which receipt shall be written upon the back, or at the foot of the said invoices. But where there is a Store-keeper, or Naval Officer, neither the Captain nor Commander, nor any other person whatsoever, except only the Naval Officer or Storekeeper, is to purchase or contract for slops or bedding.

III.

*Purser to have
charge of slop
clothes.*

The Purser is to have the charge of the slop-clothes and bedding, for the faithful discharge of which trust he shall

shall enter into bond to the Navy Board on taking up his warrant; and for his care and pains in issuing the same, and managing the accounts thereof, he shall at the final settlement of this account, be paid one shilling in the pound on the amount of the slop clothes issued by him, excepting those issued to supernumeraries for victuals only, discharged to other Ships, and those which shall appear to have been purchased by the Commander of the said Ship.

And be allowed one shilling on the amount of slop clothes issued.

IV.

When any new raised men, either volunteers or pressed appear on board any of His Majesty's Ships or Vessels, either as part of their complement, or as supernumeraries, examination is to be made how they are furnished with clothes and bedding, and the Captain is to cause such as appear in want thereof to be supplied according to their necessities, but not exceeding in the whole, to any one person, the amount of two month's wages. And he is to take care not to let the pressed men have any thing more than shall be absolutely necessary to kept them clean and protected from the weather.

New raised men to have slops if they require them, not exceeding the amount of two months wages.

V.

None are to receive a second supply, until they shall have served full two months, and then not above the value of ten shillings, and every two months to the value of ten

None to receive a second supply until they shall have served two months.

Z z

shillings

shillings more, if they shall want necessities, to the end of the voyage.

VI.

*List to be sent
of men raised
for His Ma-
jesty's service
when re-
moved from
one Ship into
another;*

*directions re-
specting such
lists.*

When any men raised for His Majesty's service, and borne on board a Ship or Vessel for victuals only, are removed from her into any other Ship or Vessel, a list signed by the Commander is to be sent with them, containing the names, whether volunteers or pressed, and the times of their being respectively entered for His Majesty's service, from which times they are to be borne for wages upon the books of any Ship or Vessel in which they shall serve as part of her complement; and particular care is to be taken to set off upon such list the value of all slop clothes and bedding that may have been supplied to any of the men contained therein, upon pain of its being deducted from the wages of any Commander who shall fail to have the same duly set off: and the Commander of every Ship or Vessel, into which any such men are removed, is to take care that a list, agreeably to what is above prescribed, be received with them, and (whether he receives them as supernumeraries, or as part of his complement) he is carefully to note on his books from what Ship or Vessel they came, the times of their first entry into the service, and of their appearance on board his Ship, and to charge against their names the value of the slops and bedding set off upon the said list; but if any such supernumeraries shall be

be D. S. Q. ed. die, or desert, or be discharged from the service, whilst they are borne for victuals only, they shall then be considered as having been borne for wages as well as victuals, and their names be accordingly entered upon the pay books.

VII.

Whenever it shall be found necessary to lend slop clothes or bedding from one of His Majesty's Ships or Vessels to another, the Purser who is to lend the same shall previously have an order from his Captain or Commander duly dated, and expressing the station of the Ship at the time of the transaction, and upon the delivery of the slops or bedding he is to procure from the Purser who receives them two receipts, duplicates of each other, containing the quantity and price of every particular species, and likewise his Commander's order for demanding the same, one of which receipts he shall, by the first possible opportunity transmit to the Navy Board, and he is himself to keep the other, to be produced at the time of passing his account together with the Captain's or Commander's order for the loan, without which order and receipt he will not be allowed credit in his account for such loan.

*Directions for
lending slop
clothes and
bedding from
one of His
Majesty's
Ships to an-
other.*

VIII.

Every Commander of His Majesty's Ships or Vessels is to transmit to the Navy Board, at the end of every six months,

*Captain or
Commander to
transmit to
Navy Board.*

every six months an account of all slop clothes and bedding that have been issued, lent, returned, &c.

Copies of the accounts to be entered in two separate books.

Any mistake happening to the prejudice of the Crown, the loss to be made good out of the wages of the Commander.

months, or as soon after as opportunity shall offer, an account of all slop clothes and bedding that have been received, issued, lent, or returned into store in that half year with the prices of the several species set against the same, agreeably to the form (N^o. 22) signed by himself, the Master and Purser; and he shall cause copies of the said accounts to be entered in two separate books, each of which copies shall be signed as before-mentioned, and one of the said books shall remain with the Captain or Commander, and the other with the Purser, to be produced severally by them at the passing of their respective accounts; and at the bottom of each copy of such account so entered, mention shall be made by what conveyance the original half yearly account was sent to the Navy Office; and all Commanders are to take notice that, if any mistake shall happen to the prejudice of the Crown, from their failing to comply herewith, the loss occasioned thereby is to be made good out of their wages.

IX.

Directions to be observed with regard to the clothes and effects of persons dying on board.

When any one dies on board, his clothes and other effects in the Ship may be sold by auction, and the produce thereof shall be charged against the buyers on the muster and pay books, and a distinct account kept of the same in the slop-book, expressing the name of the person that died, the particulars of the effects, the rates at which they were sold, and the names of the buyers, with their numbers

on.

on the books, to the end that the Pay-master may deduct and detain the money for the use of the Executors or Administrators of the deceased. The Purser shall make out and sign a bill of the clothes or other effects so sold, according to the form (N^o. 23) which being also signed by the Captain, is by him, to be transmitted to the Navy Office with the ticket for the wages of the deceased; and the Purser, for his care and pains in the business, shall be allowed one shilling in the pound, to be deducted from the amount of such clothes bill on the pay books of the Ship.

X.

No Seamen shall be permitted to bid for deceased Officers clothes that are above their wear, nor be suffered to bid for any effects beyond their real value, according to the judgment of the Master or Purser, who shall be present; nor to purchase more than the wages due to them can answer, agreeably to the allowance of slop clothes.

XI.

All slop clothes, dead men's clothes, and bedding, are to be issued out to the men publicly upon deck in the presence of the Officers and Ship's company. The Captain is not to suffer any one to be supplied with them, who is not really in want; so is he to oblige those who are ragged or in want of apparel

or

or bedding, to receive such necessities as they want, not exceeding the quantity mentioned in the 4th and 5th Articles.

XII.

*Captain or
Commander to
note on the
muster books
&c. the value
of slop clothes
&c. any man
may have been
supplied with,
and to keep a
separate slop-
book.*

The Captain or Commander is to take care to note upon his muster books, pay books, advance lists, pay lists, and sick tickets, the value of the slop clothes, bedding, and dead men's clothes every man shall have been supplied with, and likewise to keep a separate slop-book according to the form (N^o. 24) and before the payment of the Ship, or on his removal, he is to send the said slop-book to the Navy Board, signed with his own hand, and also by the senior Lieutenant, Master and Purser.

XIII.

*Value of slop
clothes to be
noted on the
pay tickets of
men discharg-
ed.*

Upon the discharge of any man by pay-ticket, the Captain is to take care that there be noted on the ticket, in words, the value of the slop clothes, bedding, and dead men's clothes he has been supplied with.

XIV.

*Survey of slop
clothes and
bedding to be
taken on the
death or re-
moval of a
Purser.*

Upon the death or removal of a Purser, the Officers who survey the provisions and victualling stores shall also take a separate survey and account of the remains of slop clothes and bedding, and certify the same under their hands in the form (N^o. 25) to be produced with the other papers necessary

necessary for passing the Purser's accounts, and also a copy thereof shall be entered in the slop-book, and signed by the Officers who took the survey.

XV.

At the end of the voyage, and before the payment of the Ship, the Purser shall return into store such of the slops and bedding as remain unissued, and forthwith render a just account of all the slops and bedding that have from time to time been committed to his charge; and for this purpose he shall, as soon after the payment of the Ship as possible, deliver into the Ticket-office, lists of the names of all persons to whom slops and bedding have been issued, with the value of the same set against each name respectively; that is to say, he shall deliver distinct and separate lists in the form (N°. 26) for the precise time between each payment of the Ship, and likewise he shall deliver into the Slop-office, a voluntary charge and an account current on the back thereof, on a proper stamp, in the form (N°. 27) to be attested by him upon oath, as mentioned in the said form. But he shall not be allowed credit for slop clothes or bedding returned as unserviceable, unless he produces a condemnation of them upon survey, certified under the hands of the senior Lieutenant, Master and Boatswain, and therein shall be expressed, the time when, and the place where, the slops were taken on board, and also the cause of their damage, together with an affidavit that the whole

Directions to the Purser how to proceed with regard to slop clothes and bedding at the end of the voyage and before the payment of the Ship.

of

of the said returns are the same he actually received from His Majesty's Stores or Ships, or on His Majesty's account, and that there was no neglect on his part in not having timely issued those which appear to be condemned as unserviceable ; nor shall he be allowed credit for any unserviceable slops thrown over-board, but to cause them to be carefully packed up and preserved, that they may be returned into store, and he is not to receive his wages nor tobacco money, nor is he to obtain a bill for the balance of his final victualling account, without a certificate from the Storekeeper of slops, that he has delivered into the Slop-office the said accounts of slops and beds, and that the same has been settled.

XVI.

A Purser passing his accounts to a particular time shall deliver in accounts as prescribed in the preceding article.

When a Purser belonging to a Ship in Commission passes his account to a particular time he shall, in the manner prescribed in the preceding article, deliver in a voluntary charge and an account current, together with a survey of all such slop clothes and bedding as remain in his charge on that day, to be taken by the senior Lieutenant, Master, and Boatswain, in consequence of an order from the Captain or Commander, and to be accompanied by the Purser's affidavit (N°. 27).

XVII.

How the Purser is to proceed when Soldiers are

When soldiers are serving on board any Ship in lieu of marines, the Purser is to obtain a bill for any slops that may

may have been issued to them, from the Commander of the detachment on the Agent of the regiment, made payable to the Storekeeper and accountant for slops or his order, accompanied by a list of the soldiers, and the value of the slops supplied to each; this list to be signed by the Commander of the Ship, the Commanding Officer of the detachment, and the Purser; which he is, together with the bill, to transmit to the Navy Board; and although soldiers never pay for beds, if any have been issued to them, a separate list signed as above shall be transmitted, in order to clear the Purser, and to remain as a document in the Slop-office.

*serving on
board in lieu
of marines.*

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. X.---CHAP. I.

For the Schoolmaster.

ARTICLE I.

*Schoolmaster
to be appoint-
ed by warrant
from the Ad-
miralty.*

*To be exa-
mined by the
Trinity-
house.*

NO person is to be rated Schoolmaster in any of His Majesty's Ships, who is not appointed by a warrant from the Lord High Admiral, or the Lords Commissioners of the Admiralty; to qualify him for which, he must undergo an examination before the Master, Warden, and Assistants of the Trinity-house of Deptford Stroud; and obtain from them a certificate of his being well skilled in the theory and practice of navigation, and in all such branches of the mathematics as may be necessary to qualify him to instruct young men. But if a candidate for the appointment of school-master be at Portsmouth, and the

the Ship to which he shall be desirous of being appointed, be likely to sail in so short a time, as not to admit of his going to London to be examined, as above directed, he shall be examined by the first and second Masters of the Royal Academy, whose certificate of his being properly qualified shall in that case be sufficient. He must also produce a certificate from two or more persons of good repute, of the sobriety of his life, and the goodness of his morals.

*or by the
Masters of
the Royal
Academy at
Portsmouth.
Must produce
a certificate of
his moral
character.*

II.

He is to be extremely attentive to the education of the young gentlemen who may be put under his care, very diligently instructing them in such branches of the mathematics as may be necessary for them to know; encouraging the diligent by every means in his power; and reporting the misconduct of the idle to the Captain, that he may take such measures with them as he shall think necessary.

To be attentive to the education of the young gentlemen put under his care.

III.

He is not only to instruct them in mathematics, but is also to watch over their general conduct, and attend to their morals; and if he shall observe any disposition to immorality or debauchery, or any conduct unbecoming an Officer and a Gentleman, he is to represent it to the Captain, that it may be immediately corrected as it shall deserve.

To attend to their morals as well as instruct them in mathematics.

IV.

*To instruct
boys desirous
of learning
navigation.*

If there be any boys in the Ship desirous of learning navigation, he is, with the permission of the Captain to give them such instruction as he shall find them qualified to receive.

V.

*To assist Of-
ficers in as-
tronomical ob-
servations or
calculations.*

He is to assist any Officers who may require him in any astronomical observations or calculations they may be desirous of making, provided it does not in any degree interfere with the time appointed for the instruction of his pupils.

VI.

*Will be re-
quired to pro-
duce from his
Captain a
certificate of
good conduct.
Similar cer-
tificate to be
sent to the
Admiralty.*

He will be required, before he will be allowed to receive his pay, to produce a certificate from the Captain of his sobriety and good conduct, and of his ability and diligence in the discharge of his duty. And when he leaves the Ship, he is to obtain a similar certificate, which he is to send to the Secretary of the Admiralty, without which he shall never again be appointed to any of His Majesty's Ships.

CHAP. II.

For the Master at Arms and Ship's Corporals.

ARTICLE I.

NO person is to be rated Master at Arms, unless he be *Master at arms to be appointed by a warrant from the Lord High Admiral, pointed by warrant from the Admiralty.* Captains are never to recommend to this situation any man who is *Captains to recommend such only for this appointment as are properly qualified.* not perfectly sober, orderly, respectful and obedient; who has not served a considerable time in His Majesty's Navy, is well acquainted with its discipline, and so far Master of Military manœuvres as to be able to instruct the seamen in the use of the musket.

II.

When directed to exercise the seamen at small arms, he *He is to see that the seamen perform their exercise in a proper manner.* is to be very particular in seeing that they execute every part of their exercise with great precision; but, he is, above all

all other things, to direct their attention to the pointing of their muskets well before they fire them.

III

*To see the fire
and all lights
extinguished.*

He is to see the fire, and all lights, (except those which the Captain shall expressly allow) extinguished at the time the Captain shall direct. And no Officer of any rank or description is in any way to interfere with, or on any pretence to prevent, his perfectly executing this duty.

IV.

*To see that no
lights are
burning at im-
proper times
and in improp-
er places.*

He is to go frequently about the Ship, particularly about the cable tiers, the cock-pit, and the store-rooms, to see that there are no lights burning at improper times ; nor at any time in improper places ; and if he find any such lights, he is to put them out, and to inform the Officer of the watch of the persons who were using them.

V.

*Not to allow of
smoking to-
bacco except in
the galley.*

He is to be very particular in preventing any man from smoaking tobacco, except in the galley ; and if he discover any person with a light out of a lanthorn, in any place where a lanthorn is ordered to be used, he is to put it out, and to report the person making use of it to the Lieutenant of the watch.

VI. He

VI.

He is to prevent, or put an end to, all improper drinking, all quarrelling, rioting, or other disturbances ; and if any person shall presume to disobey his orders, and shall persist in his misconduct, he is to take him before the Lieutenant of the watch.

*To prevent
drinking,
quarrelling,
rioting, &c.*

VII.

He is to attend at the gangway when any Vessel or Boat comes alongside the Ship, to prevent any improper communication between the Ship's company and her crew. He is not to suffer any person to go into, nor to come out of, such vessel or boat ; nor any thing to be put into nor taken out of it, without directions from an Officer of the watch.

*To attend at
the gangway
when vessels or
boats come
along side.*

VIII.

When there are not any marines on board, the Master at Arms is to place the centinels on their posts ; to instruct them in their duty, and to see that they perform it diligently ; he is to see that their arms and the ammunition they are directed to be supplied with are in good order, and perfectly fit for service : he is frequently to visit them, to enquire whether they have properly received and perfectly understood their orders ; and to insure their being alert.

*To place cen-
tinels when
there are no
Marines on
board.
To see that
their arms are
in good order.*

IX. The

IX.

Ships corporals to be under the direction of the Master at arms.

The Ship's Corporals are to be under the directions of the Master at Arms, and are, during their respective watches, and at any other times when he shall direct them, to perform all the duties which are herein assigned him.

CHAP. III.

For the Cook.

ARTICLE I.

NO person is to be rated as Cook who is not appointed Cook to be appointed by warrant from the by a warrant from the Commissioners of the Navy, to entitle him to which he must be a Pensioner of the Chest from the Navy Board. at Greenwich.

II.

The Cook is to have the charge of the steep-tub, and the meat put into it, and he is to be held responsible for To have the charge of the steep-tub. any part of it which shall be lost through his want of care.

III.

He is to see that the Steep-tub is at all times well secured, and he is to be very particular in examining it when To see that the steep-tub is at all times well secured. there

there is an appearance of blowing weather ; but if, notwithstanding his attention, it should be washed away, or lost by any accident which he could not prevent, he is to obtain from the Captain a certificate of the manner in which it was lost, and is to make oath to the number of pieces of meat that were lost in it, that they may be allowed to the Purser in his accounts.

IV.

To see that the salt meat is properly watered &c.

He is to see that the salt meat is properly watered, and that all the provisions are very carefully and cleanly boiled ; and that they are served out to the men according to the established practice of the Navy.

V.

Vegetables boiled with fresh meat to be carefully washed.

When fresh meat is served, he is to be attentive in seeing the greens, and all other vegetables that are to be boiled with it, very carefully washed before they are put into the coppers ; and when he serves out soup or burgou, he is strictly charged to do it without any partiality, giving to every man, as nearly as possible, an equal quantity.

VI.

Not to give the skimmings of the coppers to the men.

He is not, on any account, to give the skimmings of the coppers in which salt meat has been boiled to the men, either to mix with their puddings, or to use in any other manner,

manner, as scarcely any thing more unwholesome, or more likely to produce the scurvy, can be eaten.

VII.

He is to clean the Coppers as soon as possible after the provisions are taken out of them; and he is to examine them very carefully every morning before any provisions are put into them, and to inform the Mate of the watch when he has done so, who is himself to examine them, and report their condition to the Lieutenant of the watch.

To clear the coppers as soon as the meat is taken out of them, and examine them every morning.

VIII.

He is to be very careful of the fuel, never using more than is really necessary under the coppers, nor allowing more fire than is wanted to be made in the range.

To be careful in the expenditure of fuel.

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. XI.---CHAP. I.

Pay of the Officers of His Majesty's Navy.

ARTICLE I.

	£.	s.	d.
A DMIRAL and Commander in Chief of the Fleet per day.....	5	0	0
An Admiral.....	3	10	0
A Vice Admiral.....	2	10	0
A Rear Admiral.....	1	15	0
Captain of the Fleet	1	15	0
A Commodore with a Captain under him .	1	15	0

II. The

II.

The Captain of a Ship carrying an Admiral's flag shall be paid as the Captain of a first rate; the Captain of a Ship carrying a Vice-Admiral's flag, as the Captain of a second rate; and the Captain of a Ship carrying a Rear-Admiral's flag, or a Commodore's pendant, as the Captain of a third rate; but if either of the two latter command a Ship of higher rate than is here mentioned, he shall be paid for the rate of the Ship he commands.

How a Captain of a Ship bearing a flag shall be paid.

III.

To enable a Captain to receive pay for a Ship of a higher rate than that which he commands, the Flag Officer or Commodore under whom he shall serve is to give him a certificate of the time his Flag or broad pendant is hoisted on board the Ship he commands.

Flag Officer to give a certificate of the time his flag has been hoisted.

IV.

Flag Officers, in addition to their pay, shall continue to receive as a compensation for servants formerly allowed them,

Compensation to flag Officers for Servants.

The Admiral of the Fleet	£56	0	} Per month, subject to the usual deductions.
An Admiral	33	0	
A Vice Admiral	21	10	
A Rear Admiral	}	15 10	
A Commodore			
Captain of the Fleet			

Captains

*To Captains
and Com-
manders.*

Captains and Commanders, as a compensation for the servants formerly allowed them, shall be paid at the rate of £45 10 0 per annum, for each hundred men of the Ship's complement.

V.

*Pay of Secre-
taries to flag
Officers.*

Secretaries to Flag Officers or Commodores commanding in Chief shall be paid as follows: viz. per annum.

	£.	s.	d.
The Secretary to the Admiral and Com- mander in Chief of the Fleet	500	0	0
To an Admiral commanding in Chief ..	400	0	0
To a Vice, or Rear Admiral, or Com- modore, commanding in Chief	300	0	0

Secretaries to Flag Officers not commanding in Chief are to be paid as follows, viz.

Secretaries to all Flag Officers and to Commodores	150	0	0
Secretary to the Captain of the Fleet ..	150	0	0

*Secretary to
produce a
certificate
from his flag
Officer.*

To enable a Secretary to receive his pay, it will be necessary that he produce a certificate from the Flag Officer he may serve, of the time he was employed, and of his diligence, sobriety, and good conduct.

VI. The

VI.

The pay of the Physician of a Fleet shall be as follows, *Pay of the Physician of a Fleet.*
 viz.

	£.	s.	d.
On first appointment as Physician of a Fleet } per day }	1	1	0
Having served three years ditto	1	11	6
Ditto ten years ditto	2	2	0

He will be required to produce a certificate from the Com- *To produce certificate from the Com-
 mander in Chief of the time he serves, and of his diligence
 in the discharge of his duty to all the sick of the Fleet.*
mander in Chief.

VII.

The pay of the Deputy Judge Advocate of a Court *Pay of the
 martial shall be as follows, viz.* *deputy Judge
 Advocate.*

If the court sits one day only	£.4	0	0
If it sits more than one day, then per day	3	0	0
The pay of a Provost Martial shall be } per day }	0	10	0

VIII.

The pay of all other Officers, and of all others of the *Pay of Offi-
 Ship's company, and the numbers of each class allowed to
 Ships of every rate, shall be as expressed in the table
 preceding the Appendix.* *cers and Ship's
 Company.*

IX. The

IX.

When the pay of a flag Officer shall commence and cease.

The pay of a Flag Officer shall commence with the date of the order to hoist his flag, and terminate when it is struck by order from the Admiralty.

X.

Pay of a Captain to commence with the date of his Commission.

The pay of a Captain shall commence with the date of the Commission appointing him to command a Ship; unless he be appointed to succeed a Captain actually serving on board, who shall receive the pay until relieved by his successor; or unless there appear to be unnecessary delay in his repairing to the Ship, in which case the Admiralty will direct that his pay shall commence when he appears on board.

Exception.

XI.

Pay of a Lieutenant under the same regulations as that of a Captain.

The pay of a Lieutenant shall be subject to the same regulations as the pay of a Captain.

XII.

Pay of a Warrant Officer to commence when he appears on board.

The pay of a warrant Officer shall commence at the time of his appearing on board the Ship to which he shall be appointed.

XIII. When

XIII.

When an Officer entitled to half pay shall be removed from a Ship, without being appointed to another, he is to apply to the Lords Commissioners of the Admiralty, in order that he may be put on the list of Officers who are to receive half pay. And he is to inform the Secretary of the Admiralty of the place in which he intends to reside, that he may be immediately found whenever it shall be thought proper to call him again into service.

*Officers en-
titled to half
pay to make
application to
the Admiralty*

XIV.

An Officer appointed to act in the place of another Officer, absent for the recovery of his health, or with leave from the Admiralty, or the Commander in Chief, shall not, without directions from the Admiralty, receive the pay of the station in which he acts, until he shall have been in it six weeks, when the pay of the absent Officer shall cease, until he return and resumes his station in the Ship.

*Acting Of-
ficer not to
receive pay
until he has
acted six
weeks.*

XV.

A Lieutenant succeeding to the command of a Ship by the death of the Captain; and any Officer properly qualified, who shall be appointed on any Foreign station by the senior Officer present to act in any station vacant by the death of the Officer who held it, shall receive the pay of that station until another Officer shall supersede him.

*Acting Of-
ficers on Fo-
reign stations
to receive pay
until super-
seded.*

XVI.

*Pay of an
Officer to
cease the day
he quits her;*

*Half pay to
commence on
his informing
the Admiralty
of his arrival
in England.*

The pay of an Officer, who quits the Ship he belongs to on any Foreign station, shall cease on the day he quits her, whether it be on account of sickness, or on any other account; and he will not be allowed to receive half pay, until the time of his informing the Secretary of the Admiralty of his arrival in England, unless the Lords Commissioners of the Admiralty shall be satisfied that the removing from the station on which he was employed was absolutely necessary for the recovery of his health, in which case he will receive his half pay from the day that his full pay ceased.

XVII.

*All Commis-
sions to be en-
tered at the
Navy Office.*

The Commissions of all Flag Officers, Captains, Commanders, and all other Officers appointed to command any of His Majesty's Ships or Vessels, are to be entered at the Navy Office, as soon as may be after they are received; as such Officers cannot receive their pay until their Commissions have been so entered.

CHAP. II.

Table Money.

ARTICLE I.

ALL Flag Officers and all Commodores having Captains *Allowance to*
under them, who have Commissions as Commanders *Flag Officers,*
in Chief, shall be allowed thirty shillings a day for their *&c.*
table, on whatever station or service they may be employed.

II.

The allowance for Table Money to the Admiral and Com- *When the al-*
mander in Chief of the Fleet is to begin, and to cease, *lowance is to*
with his sea pay ; to all others it is to begin from the date *begin and to*
of their appointment to command in chief, and continue *cease.*
until they strike their flags in consequence of their being
ordered to do so ; or until they are informed by directions
from the Lords Commissioners of the Admiralty that their
appointment as Commander in Chief is at an end.

III.

When Commander in Chief shall be absent, the Flag Officer left in Command to be allowed table money

If a Commander in Chief at any port, or of any Fleet or Squadron, have leave to be absent from his duty, and shall strike his flag and leave the command to another; the Officer (being a Flag Officer), who shall command during his absence, shall receive the Table Money until the Commander in Chief return to the Squadron and resume the command.

CHAP. III.

Of Gratuities to the Relations of Sea and Marine Officers, and others Slain in Fight with the Enemy.

ARTICLE. I

HIS Majesty, in compassion to the distressed condition of the Widows, Orphans, and Mothers of such as may be slain in fight with the enemy at sea, has been graciously pleased to order, that certain sums of money shall be allowed and distributed to the said relations, as His Royal Bounty, according to the following regulations.

II.

The allowance to the widow shall be a full year's pay, according to the widow's allowance to be

a full year's pay. according to the post her husband served in at the time of his death. Widows of Pilots shall have the same allowance as the widows of Warrant Officers under the like circumstances.

III.

Each orphan's allowance to be one third of the widow's. The allowance to each orphan shall be one third in proportion to the allowance to the widow; and posthumous children shall be esteemed as orphans.

IV.

No allowance to married orphans. No allowance shall be made to any orphan married at the time of the father's death.

V.

When mothers shall be allowed bounty. If the party slain shall have no widow, but leave a mother that is indigent, a widow, and above fifty years of age at the time that her son was slain, she shall be allowed bounty equal to a widow.

VI.

Relations of Officers in fire Ships to be entitled to the same bounty as of those in Ships of the fourth rate. The relations of Officers slain in Fire Ships shall receive the same bounty as those of Officers of the like rank, slain in Ships of the fourth rate.

VII. His

VII.

His Majesty's bounty shall be understood to extend as well *How far His Majesty's bounty is to be understood to extend.* to those who shall be slain in Tenders, or in Boats, or on shore, as to those slain on board the Ships, and also to such as shall be slain in fight with Pirates or Smugglers, or who shall happen to encounter with the Ships of friends by mistake; and persons dying of their wounds after battle shall be esteemed as persons slain.

VIII.

The Captain of His Majesty's Ships are strictly required *Captains to set down in the muster books, an account of Officers and men slain; omission to be made an objection to the Captain receiving his pay.* to set down, at the end of the Muster-books, a distinct account of the Officers or men slain, and on what occasions; that upon application of the parties entitled to this bounty, the Navy Board may cause them to be paid, as the omission will be made an objection by the Navy Board to the Captain's receiving his pay; and for the greater ease of the relations in obtaining the bounty, when any persons are slain, or die of wounds received in fight, not only the proper notation is to be made in the Ship's books, but the *Surgeon to fill up certificates expressing the wounds &c.* Surgeon, or in his absence the Surgeon's assistant of the Ship, is to fill up certificates thereof, as soon as possible, expressing therein the nature of the wounds; the said certificates

to be signed by the signing Officers, and transmitted to the Commissioners of the Navy. Certificates are to be signed by three or more of the signing Officers of the Ship, whereof the Surgeon or his assistant is to be one, and transmitted to the Commissioners of the Navy by the first safe conveyance.

CHAP. IV.

*Of Gratuities to Officers
wounded in Fight with the
Enemy, and to Seamen
Hurt in the Service.*

ARTICLE I.

WHEN any Commission, Marine, or Warrant Officers, *Allowances to Commission, Marine or Warrant Officers wounded in fight.*
serving in the Navy, shall be wounded in fight with
the enemy, His Majesty has been pleased in consideration
thereof to establish the following allowances:

II.

If the wound received shall happen to occasion the *To be allowed one full year's pay and expense of the cure when the wound shall occasion the*
loss of an eye or a limb, or a total loss of the use
of a limb, or he such as shall, upon search made by the
Master, Wardens and Assistants, of the Royal College of
Surgeons in London, be by them certified to be in its

3 D

effects

*loss of an eye
or a limb, or
be of equal
prejudice to
the habit of
the body with
the loss of a
limb,*

*provided he
makes oath,
&c.*

effects of equal prejudice to the habit of the body with the loss of a limb, the party shall receive a gratuity of money of one full year's pay, and be further allowed such expenses relating to his cure (if it is not performed at His Majesty's expense) as shall be certified to be reasonable, under the hands of the said College, upon examination of the vouchers, which he is to lay before them ; provided, however, he makes oath that he has actually paid the whole of such expenses, according to the several sums set down against each article, and not otherwise ; and provided also that such expenses do not, in any case, amount to more than his personal pay for one year in the Ship or company he belonged to, when wounded : and he shall besides continue in pay during the time he shall, by good proof, appear to have lain under cure, if no pension has been settled on him, or until a pension shall have commenced.

III.

*Officers serv-
ing in Ships
under third
rates to be
esteemed as
Officers of a
third rate.*

Officers serving in Ships under the third rate, at the time of receiving wounds, shall be esteemed (as to the measure of a year's gratuity) as Officers of a third rate.

IV.

*Charges of
cure only
and contin-
uance in pay
to be allowed*

If the wounds received amount not to the loss of a limb, nor are of equal prejudice to the body, the charges of cure only (vouched and limited as in the 2nd Article of this head)

head) and the continuance of the party in pay, are to be ^{if the wound} allowed; but the continuance in pay, under this circum- ^{amount not to} stance, is not to extend beyond eighteen months from the ^{the loss of a} time the party was wounded. ^{limb.}

V.

Under the term "Wounded in Fight with the Enemy" ^{Cases compre-} shall be comprehended all the several cases included in ^{hended under} the Seventh Article, in the preceding Chapter, concerning ^{the term} the "Slain in Fight with the Enemy;" and such as are so ^{"wounded} wounded shall be paid the gratuities and charges here al- ^{in fight with} lowed them upon their application to the Navy Board. ^{the enemy."}

VI.

When any Warrant or inferior Officer, Seaman, or other ^{Certificate to} in sea-pay, shall receive any hurt, or be maimed, or dis- ^{be made out} abled in any service of the Ship, whether it be on board, ^{when any} or on shore, the Captain is to cause a certificate to be ^{warrant or in-} made out, and delivered to him according to the printed ^{ferior officer} forms (which will be given to him at the Navy Office) ex- ^{or seaman} pressing the nature of the hurt, and on what occasion it ^{shall receive} was received, which certificate shall be signed by himself, ^{any hurt, &c.} a Lieutenant, the Master, Surgeon, and one more of the other Warrant Officers of the Ship; to the end that he may receive the benefit of the Chest at Greenwich, according to the Rules and Constitution of the same.

CHAP. V.

Of Pensions to Superannuated Officers.

ARTICLE I.

*Superannua-
tion to War-
rant Officers.*

WARRANT Officers serving in the Navy, who by age and long service shall be worn out, or rendered incapable of discharging their duty, shall be superannuated, and maintained during the rest of their lives, under the following regulations:

II.

*Gunners,
Boatswains,
Carpenters,
Pursers and
Cooks shall
have served
fifteen years.*

Gunners, Boatswains, Carpenters, Pursers and Cooks, (whose employments are constant) must have served full fifteen years before they shall be entitled to apply for superannuation; and shall then, if their claims are admitted, receive an annual pension equal to their pay in the Ship of the highest rate they have served in.

III. Every

III.

Every Officer, applying to be superannuated, shall be examined by the Physicians in the Commission of Sick and Wounded, in conjunction with the Master, Wardens and Assistants of the Royal College of Surgeons in London, who are to inspect into, and make judgment of, the state of his body or mind, and of his unfitness to serve His Majesty, and to make report thereof under their hands to the Lords Commissioners of the Admiralty.

Officers applying for superannuation to be examined by the Commissioners of sick and wounded, and Royal College of Surgeons.

IV.

His Majesty is pleased to reserve to himself the consideration of the merits and pretensions of Commission Officers who shall be worn out or disabled in his service, as their case shall be represented to him by the Lord High Admiral, or Lords Commissioners of the Admiralty, and to settle such allowances or pensions upon them, as His Majesty shall think fit.

His Majesty reserves to himself the consideration of the merits and pretensions of Commission Officers.

REGULATIONS

Regulations and Instructions

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

SECT. XII. CHAP. I.

IV.

Convoys.

ARTICLE I.

Captains ordered to convoy Ships to apply to Commissioners of the Navy or at the port for printed Convoy Instructions.

WHEN a Captain is ordered to Convoy Ships from one Port to another, he is to apply to the Commissioners of the Navy, or to the Commissioner at the port, if there be one, for a sufficient number of printed Convoy Instructions if he has them not on board, and after filling up the blanks, appointing proper rendezvous, and adding such further Signals and Instructions as circumstances may require, he is to deliver one, signed by himself, to each of the Masters of Ships or Vessels put under his protection; strictly charging him to keep it in his own possession; and not to inform

form any person whatever of the rendezvous, or secret signals appointed in it.

II.

He is to make a list according to the form (N^o. 41) of the names of the Vessels, their Masters, &c. which are to sail with him; and before he sails from any port in the United Kingdom, he is to transmit a copy of such list to the Secretary of the Admiralty; and on his arrival in port with any Convoy from abroad, he is to send to the Secretary of the Admiralty a copy of such list, in which he is to specify the Vessels that arrive with him, and the time and cause of separation of these which do not.

To send to the Admiralty a list of Ships to which he gives Convoy Instructions.

III.

He is strictly enjoined not to suffer any person in the Ship to receive, on any pretence whatever, any fee, reward, or gratuity, from any Master or Owner of any Ship or Vessel, or from any person on board, for the protection afforded them.

Not to suffer any fee, &c. to be taken by any person on board.

IV.

The Officer who shall have the charge of a Convoy entrusted to him is to consider the protecting of it as his most particular duty, in the execution of which he is to be very watchful to prevent its being surprised, and very alert in defending it if attacked. He is never to chase himself,

To consider the protecting of the Convoy as his most particular duty.

Not to chase, nor suffer other Ships to

*chase so as to
run any risk
of separating.*

nor to suffer any other Ship which forms a part of the Convoy to chase, so far from the Fleet as to run any risk of being separated from it; but if by chasing, or by any other cause, any Ship of War shall separate from the Fleet, he is to inform the Secretary of the Admiralty, or the Commander in Chief of any Squadron on whose Station he may arrive, that the cause of such separation may be particularly enquired into.

V.

*To be careful
in keeping the
Merchant
Ships well col-
lected, &c.*

He is to be careful in keeping the Merchant Ships well collected, and he is to be attentive, while he endeavours to proceed with all possible expedition, not to carry more sail than will admit of the heaviest sailing Ships keeping company with him, without risk of springing their Masts or straining the Ships; and if any of them shall be in distress, either from badness of weather, or any other cause, he is to afford them every necessary assistance. But if he shall find such distress to be the consequence of the Vessel not having been properly fitted or stored for the voyage she was intended to make, he is to report such neglect to the Secretary of the Admiralty.

VI.

*To send to the
Secretary of
the Admiralty
an account*

If the Master of any Merchant Ship or other Vessel under convoy shall disobey the directions given him for his conduct; or shall, by inattention to Signals, by neglecting to carry

carry a proper quantity of sail or by any other means retard the progress of the Fleet ; or, being censured for his conduct, shall behave himself disrespectfully to any Officer of His Majesty's Ships, the Officer commanding the Convoy is to send by the first opportunity a particular account of the misconduct of such Master to the Secretary of the Admiralty, specifying the name of the Ship he commands, the name of her owner, and the place to which she belongs.

of any misconduct of the Masters of Merchant Ships.

VII.

If any Ship under Convoy shall separate from the Fleet without having express permission so to do, the Officer commanding the Convoy is to send, by the first opportunity, to the Secretary of the Admiralty, the name of the Ship, her Master and Owner, with a particular and circumstantial account of the time and manner of her leaving the Fleet, attested by the Lieutenant who had the watch at that time, and one other Officer ; that, if she be captured after having separated, the Underwriters may be enabled to judge whether they ought to pay her insurance.

To report to the Admiralty if any Ship under Convoy shall separate from the Fleet.

VIII.

All the Ships of War are to repeat the Signals made by the Commanding Officer in the day ; but those only whom he shall direct are to repeat the Signals made in the night.

All Ships of War are to repeat the Signals of the Commanding Officer made in the day.

3 E

IX. The

IX.

*Commanding
Officer may
carry a light
in the main-
top, &c.*

The Officer commanding a convoy may carry a light in the main-top, or in the stern, or in both, during the night as from circumstances he shall think proper.

X.

*Convoys sail-
ing together
or meeting at
sea to keep
company to-
gether.*

When convoys bound to different ports sail at the same time, or when they meet at sea, they are, for the better protection of the whole, to keep company together as long as their respective courses shall allow them; during their continuing together the Ships of War are to carry the pendants distinguishing the convoys they belong to; and the Merchant Ships of one convoy are to be kept from mixing with those of another, to prevent as much as possible all mistakes and confusion when the convoys separate.

*and to carry
distinguishing
pendants.*

XI.

*Senior Officer
to Command
the whole;
directions for
each Officer
respecting the
carrying of
lights.*

While two or more convoys continue together, the senior Officer is to command the whole, and in the night he is to carry the lights of a Commander in Chief; the Officer next in seniority, who has the command of a convoy, is to carry the lights of, and to repeat all signals as, the second in command, although there be present an Officer who is senior to him, but who has not the command of a convoy; the third in seniority who has the command of a convoy is

to

to act as the third in command, and so on for all the convoys which may happen to be together.

XII.

All Officers who have the command of convoys are to ^{Officers hav-} take under their protection the Vessels of His Majesty's ^{ing command} allies, which shall be ready to sail, and the Masters of ^{of Convoys} which shall request it; and he is to protect such Ships as ^{to give protec-} effectually, to all intents and purposes, as those of His ^{tion to Vessels} Majesty's subjects. ^{of His Ma-}
^{jesty's allies.}

XIII.

His Majesty's Ships are not to take under their protection ^{Not to take} the Ships of any power which is at war with any other ^{under protec-} power, with which His Majesty is not at war, nor the Ships ^{tion the Ships} of a neutral power, unless their Captains shall be ordered ^{of any power} so to do, or some very particular circumstances shall occur ^{at war with} to render it necessary, of which they are to send the earliest ^{any other} possible information to the Secretary of the Admiralty. ^{power.}

CHAP. II.

Of Courts Martial.

ARTICLE I.

Courts Martial to be held according to the act.

CCOURTS Martial are to be assembled and held, offences tried, sentence pronounced, and execution of such sentence to be done, according to the Articles and Orders contained in an Act of Parliament made in the 22nd year of the reign of King George 2nd, intituled, “an Act “for amending, explaining, and reducing into one act of “parliament, the Laws relating to the Government of His “Majesty’s Ships, Vessels, and Forces by sea;” and also, an act made in the 19th year of the reign of His present Majesty, intituled, “an Act to explain and amend the “foregoing act.” In addition to the Articles and Rules contained in the said acts, the following Regulations are to be observed.

II.

All representations, or complaints, intended as the foundation of a court martial, are to be made in writing, ^{Complaints to be made in writing.} setting forth the particular facts, when and where, and in what manner the same were committed.

III.

When a court martial is appointed to be held, the Officer, ^{Copy of charge to be delivered to the accused.} who is to preside thereat, is to take care that a copy of the charge or complaint be delivered to the person accused, as soon as may be, after he shall have received the order to hold such court martial, and not less than twenty-four hours before the trial.

IV.

Courts martial are to be assembled and held in the ^{Courts to be held at convenient time and place.} most convenient and public place of the Ship; and all persons, excepting such as are intended to give evidence, are to be admitted.

V.

If any Officer, entitled by his rank to sit at a court martial, be personally concerned in the matter to be tried, ^{Officers personally concerned not to be members.} he is not to be permitted to be of the number of members, by whom the court shall be composed.

VI. A junior

VI.

Junior Officer commanding a post Ship takes precedence of a senior commanding a Sloop. Acting Captains liable to sit.

A junior Officer commanding a post Ship, shall, in sitting at courts-martial, take precedence of his senior Officer commanding a Sloop.

Captains and Commanders appointed to the temporary command of His Majesty's Ships shall be considered as liable to sit on courts-martial, in the same manner as if they were actually the Captains or Commanders of such Ships. Lieutenants shall not be permitted to sit as members at a court martial, although they may be in the temporary command of Ships by order.

VII.

Forms of proceeding.

When a court is assembled, the person to be tried, as also the accuser, if any, are to be brought before them; the Judge Advocate is to read the warrant or power authorizing the court to assemble; and immediately after to administer to the members, and to take himself, the oath prescribed by the act first mentioned; he is next to read the charge, or complaint against the person to be tried, and thereupon the court may proceed to call witnesses: but they are not to question the said witnesses until an oath hath been administered by the Judge Advocate in the words following, which the witness is to repeat:

Form of the oath.

“ I, A. B. do most solemnly swear, that in the
“ evidence

“ evidence I shall give before the court, respecting the pre-
 “ sent trial, I will, whether demanded of me by question or
 “ not, and whether favourable or unfavourable to the
 “ prisoner, declare the truth, the whole truth and nothing
 “ but the truth ; So help me God.”

VIII.

In the examination of witnesses the following method is *Order to be*
 to be observed : First, to call such as are in support of the *observed in*
 charge, who are to be questioned by the accuser, if any, *examination*
 the court, or Judge Advocate, and afterwards by the party *of witnesses.*
 upon trial. Such as are produced to invalidate a charge
 are next to be examined, and the party accused is to begin
 with his interrogatories, if he shall think fit. If a question
 proposed is objected to, the opinion of the court is to be
 admitted or dropt as the majority shall agree.

IX.

A witness may be called in, as often as the Court, or Judge *Witnesses*
 Advocate, with the consent thereof, shall think proper ; and *may be called*
 they may call for and examine any person as a witness, *in at the dis-*
 whom they think can give information, though not desired *cretion of the*
 by the accuser, or accused ; it being the duty of the Court *court.*
 to attain the fullest insight they possibly can into the mat-
 ter before them.

X. The

X.

Judge Advocate to read to each witness the substance of his evidence.

The Judge Advocate is to take down in writing the evidence given by each witness, and read the same to the Court in his hearing, that, in case of a mistake, it may be corrected.

XI.

When evidence is closed, the court are to determine on the innocence or guilt of the accused, and the Judge Advocate to draw up the sentence to be signed by the members.

When the evidence is closed, the accused person is to be removed, and the accuser and standers-by are to withdraw; the court is then to consider the matter in evidence before it, and the Judge Advocate, by the direction of the court, is to draw up such questions as shall be agreed upon, whereon to form a determination in regard to the innocence or guilt of the person upon trial. If the party be found guilty of a breach of any of the Articles of War established by law, the court is to consider and to determine on the punishment proper to be inflicted conformably thereto. The Judge Advocate is to draw up the sentence accordingly, being careful to specify therein the charge, or substance of it, and the same is to be signed by every Member of the court by way of attestation, notwithstanding any difference of opinion there may have been among them.

XII.

In taking the opinion of the court upon all questions,
the

the youngest Officer shall vote first, proceeding in order up to the President, and should the members of the Court disagree upon any previous question, and upon a division the votes be equal, the point is to be re-considered; but if an equality of votes still continues, the matter in debate must remain as it stood before the question was put. If there should be an equality upon the main question, whether the charge or charges be proved, or not, and it continues so after re-consideration, the favourable construction is to take place.

XIII.

The Judge Advocate is to take minutes of the proceedings of the Court; he is to advise the Court of the proper forms, when there shall be occasion, and to deliver his opinion in any doubts or difficulties that may arise in the course of the trial.

Judge-Advocate to take minutes, and to advise in respect to forms of proceeding.

XIV.

After the sentence is drawn up and signed, all persons are to be re-admitted; and, the party accused being also present, the Judge Advocate is, by direction of the Court, to pronounce the same.

Sentence to be pronounced in presence of the accused.

XV.

The Judge Advocate is to send the original sentence, and an attested copy of the minutes of the evidence and Pro-

Original sentence and copy of minutes to be sent to the Admiralty.

ceedings of the Court, to the Secretary of the Admiralty, by the first opportunity.

VI.

*Forms to be
observed and
execution of
the sentence.*

When sentence of death is to be executed, or other public punishment to be inflicted, upon any criminal, notice is to be first given from the Ship by a signal and firing a gun, upon which the Captains of all the Ships present are to summon their companies upon deck, to be spectators thereof, and to make known to them the crime for which the punishment is inflicted.

CHAP. III.

Prizes and Prisoners.

ARTICLE I.

WHEN any Ship or Vessel belonging to an enemy is captured, or any ship or vessel belonging to a neutral power is detained on suspicion of her having the property of an enemy on board, her hatches are to be securely fastened and sealed, and her lading, furniture, and in general every thing on board, are to be carefully secured from embezzlement; and the officer having charge of such vessel is carefully to prevent any thing from being taken out of her, until she have been tried, and sentence passed on her in the Court of Admiralty.

Directions respecting Vessels captured or detained.

II.

The Captain is to cause the principal Officers of any Vessel he may detain, and such others of the crew as he shall

To cause the principal Officers of a de-

*tained Vessel shall think fit, to be examined as evidences; and he is to
to be examined
as evidences.
To send all
papers to the
Court of Ad-
miralty.* send to the Court of Admiralty all passports, customhouse
clearances, log-books, and all other Ship's papers which
shall be found on board, without suffering any of them to
be on any pretence secreted or withheld.

III.

*Crew of a ves-
sel acting as a
privateer
without a com-
mission to be
considered as
pirates.* If any Ship or Vessel shall be taken, acting as a Ship of
War or Privateer, without having a Commission authorizing
her so to do, her crew are to be considered as Pirates, and
are to be carefully confined until an opportunity shall offer
of delivering them up, to be tried by the High Court of
Admiralty.

IV.

*All subjects of
His Majesty
found serving
on board an
Enemy's Ship
of war to be
closely confin-
ed and tried as
traitors.* If any of His Majesty's subjects be found serving on
board an Enemy's Ship of War or Privateer, they are to be
closely confined until an opportunity shall offer for their
being tried as traitors. The Captain is by the first oppor-
tunity to send an account of them to the Secretary of the
Admiralty; and he is to direct some of the Officers and
men of the Ship, to take particular notice of every circum-
stance relating to them, that they may be able to give
evidence against them.

V. When

V.

When prisoners of war are put on shore, the Captain of the Ship from which they are sent is to deliver to the Commanding Officer present, to be by him transmitted to the Commissioners of Transports, a list containing their names; the name of the Vessel in which they were taken; the day they were first victualled on-board, and the day they are landed, according to the form (N°. 42) He is also to deliver a similar list to the Agent for Prisoners, at the place where they are put on shore.

How to proceed with regard to prisoners of war.

VI.

When prisoners of war are put on shore on any Foreign Station, the Commander in Chief is very frequently to order some officers of the Squadron to muster them, as well those on parole as those in prison; and he is to check the list of Prisoners landed, in the Agent's accounts, by those delivered to him by the Captains of the Ships from which they were landed; and he is to ascertain their agreeing with each other, before he authorizes the Agent to draw any bills on the Commissioners of Transports, to whom he is to transmit attested copies of the lists delivered to him by the Captains and of the returns of the officers by whom the prisoners shall have been mustered.

When prisoners of war are put on Shore on any foreign station, how the Commander in chief is to proceed.

VIII.

The Commander in Chief on any Foreign station is to

Commander in chief to order the Surgeon of

the flag Ship to visit the prisoners reported to be sick. order the Surgeon of the Flag Ship, to visit very frequently the prisoners reported to be sick, to see that they are properly attended to, that no one is sent to the hospital who is not a proper subject for it, and that those who are sent are neither kept there after, nor discharged before, they have been properly cured.

IX.

Prisoners to be victualled at two thirds of the allowance of the Ship's company, except when employed.

Prisoners are to be victualled at two thirds of the quantity of provisions allowed to the Ship's company; but when it may be necessary to require their assistance to work in navigating the Ship, at the pumps, or any other service, they are to be victualled at full allowance; a certificate thereof, signed by the Captain, Master, and first Lieutenant, is to be given to the Purser, which he is to produce with his other accounts, when delivered into the Victualling Office.

CHAP. IV.

Head-Money.

BY act of parliament the following documents are to be produced to the Commissioners of the Navy, before payment of head money can be made on any Ship of war or Privateer, belonging to the enemy, that may be captured or destroyed.

A list of the documents which by Act of Parliament are to be produced to the Commissioners of the Navy before head money can be paid.

1st. An authentic copy of the Sentence of Condemnation (under the Seal of the Court) wherein she must appear to be a Ship of war or Privateer. This document, unless the enemy's Ship shall have been sunk, burnt, or otherwise destroyed will in no case be dispensed with.

2nd. A certificate of the number of men (not including passengers) living on board her at the beginning of the engagement

ment, to be granted by the Mayor, or other chief Magistrate of the first Port within His Majesty's dominions to which the Prize is carried, or from the Consul, or vice Consul, if first carried to a Neutral Port. But if not, from the Mayor or Chief Magistrate of the first Port, then from the Mayor or Chief Magistrate of any other Port; proof being first made upon oath, before such Mayor or chief Magistrate, of the inability of obtaining the same at the first Port: and this certificate is to be founded upon the oaths of three or more of the Chief Officers or men taken in her.

If it shall not be practicable to procure the Certificate or Affidavit precisely in the manner above pointed out, the circumstances which prevent it are to be particularly specified in the Voucher that may be produced, and without the most satisfactory reasons they will not be dispensed with in any respect.

3^d. A Letter of Attorney from the Captain, Officers and Company (or from a majority of them) of the Captor Ship appointing an Agent or Agents to claim and recover the Head Money.

IV. A List

4th. A list of the Captors Ship's Company on board at the time of the capture, attested by the Captain and Officers.

5th. If the enemy's Ship is burnt, or otherwise destroyed, the above vouchers are to be produced without the condemnation.

Regulations and Instructions
RELATING TO
HIS MAJESTY'S SERVICE AT SEA.

SECT. XIII.---CHAP. I.

*For Royal Marines serving
on Board His Majesty's
Ships.*

ARTICLE I.

THE Marine Officers, soldiers, and boys who shall from time to time be appointed to serve on board His Majesty's Ships, are to be entered upon their books, as part of the complement, for victuals, and wages; and with regard to provisions and short-allowance-money, they are to be in all respects upon the same footing with the seamen; and none are to be sent or received on board, but such as are of age and strength fit for service, or such boys

as may be enlisted according to the Order of His Majesty in Council, dated the 19th day of July, 1804,, (N^o. 43) and have no distemper upon them : they are to carry their arms and accoutrements with them ; and a chest is to be permitted to be brought on board for every six men. And the Captain or Commanding Officer of the Ship, and the Commanding Marine Officer, are not on any pretence whatever, to permit the Clothing or Accoutrements to be cut or altered, but in strict conformity with the make and shape of the Cloaths and Accoutrements the Men may wear at the time they are embarked.

II.

All applications from the Commanding Sea Officer at a port, for Marines for any Ship, are to be made in writing to the Commanding Marine Officer at the head-quarters, specifying the number of Officers, non-commissioned Officers, drummers, private men, and boys : and when Marines shall accordingly be sent on board, the Captain of the Ship is to receive them, if they answer to what is mentioned in the preceding article ; but if he refuses to receive any of them, or any others that may at any time be sent to him, he is strictly required to send back with the men he shall so refuse, to the Commanding Marine Officer at quarters, his reasons in writing under his hand, for such refusal ; which the said Marine Officer, if he finds it necessary, is to transmit to the Secretary of the Admiralty ; or to acquaint him if the Captain of the Ship fails to comply herewith.

III.

When Marines are wanted on board any Ship or Vessel, the Commanding Sea Officer at the port where such Ship or Vessel shall be is to give as early notice as possible of the Number wanted to the Commanding Marine Officer at the head-quarters on shore, that the men may be mustered, their accounts stated, and proper lists made out and sent with them at embarking, agreeably to the form (44).

IV.

The Commission and Non-commission Officers are to go on board with the men, and reside there constantly at their duty. The Captain of the Ship is not to give any Marine Officer leave to be absent from his duty without particular orders from the Admiralty, or from a Commander in Chief; and he is to inform the Admiralty if any Officer exceeds his leave at any time, or is absent without it: and he is to be particularly careful that a Marine Officer does constantly sleep on board every night.

V.

All Marine Officers are to obey the orders of the Captain or Commanding Officer of the Ship, and also of the Commanding Officer of the watch, for His Majesty's service.

VI. The

VI.

The Marine Officers are upon all occasions to be treated, as well by the Captain of the Ship as by all other Officers and people belonging to her, with the decency and regard due to the commissions they bear: and though Lieutenants of Marines share in prizes only with Warrant Officers of Ships, upon consideration of their different sea-duty, yet it is not intended to degrade their rank; and they are, while they do their duty, to be considered and treated in all respects as a Commission Officer should be.

VII.

Proper cabins, or canvas-berths, being allowed in His Majesty's Ships for the use of the Commission Officers of the Marines, they are to possess the cabins or berths erected for them.

VIII.

The Captain or Commanding Officer of the Ship is not to give any Marines leave to go on shore, upon their own occasions, if the Commanding Marine Officer has any reasonable objection thereto.

IX.

The Marines and Boys are to be exercised by the Marine Officers in the use of their arms, as often as possible, to make them expert therein. They are to be employed

ployed as centinels, and upon all other duties and service on board the Ship which they shall be capable of, and therein to be subject to the directions of the Officers of the Ship : but they are not to be obliged to go aloft, or to be beat or punished for not shewing an inclination to do so. And the Captain or Commanding Officer of the Ship is strictly charged not to suffer them to be ill-treated, nor a serjeant or corporal to be struck on any account, by any of the Officers, petty-officers, or seamen : and no serjeant or corporal shall be disgraced by the Captain of the Ship, without directions from the Board of Admiralty, if the Ship is upon home service, or the concurrence of the Marine Officer commanding the detachment in case the Ship is abroad.

X.

No Marine serving on board any of His Majesty's Ships is to be discharged as such, and entered as a seaman, without particular order from the Board of Admiralty.

XI.

When any Marines shall be sent upon duty, either on board any other Ship or on shore, they are not to be discharged from the books of the Ships from which they shall be sent, while those Ships continue in port, and shall not have their established number compleated with other Marines.

XII. The

XII.

The Navy board being directed to cause two chests to be made on the deck of the Ship, one to contain the arms, and the other the cartridges, for the use of the Marine soldiers serving on board His Majesty's Ships; the said chests are to be in the possession of the Commanding Marine Officer.

XIII.

The Marine arms and drums are to be under the charge of the Commanding Marine Officer on board, who is to be accountable for any loss or damage that may happen to them for want of sufficient care in him; but if any such loss or damage happen by the default of any other person, the Marine Officer is immediately to acquaint the Captain of the Ship therewith, who is to cause the value thereof to be forthwith noted against the defaulter's name in the Ship's books, in order to its being deducted from his pay or wages, and paid into the Office of Ordnance.

XIV.

Two Armourer's Mates being allowed to all Ships of sixty-four guns and upwards, and one Armourer's Mate to all Ships of less force as far as Sloops of one hundred men inclusive, in order that the Marine arms, as well as all other arms on board the Ship, may be kept in constant good condition;

condition ; the Captain of the Ship, the Commanding Marine Officer, and the Master-gunner, are to take care, so far as the same may relate to them respectively, that the Marine arms be constantly kept in good condition accordingly. But the Marine arms are to be kept clean and in good condition by the Marines themselves, so far as they can do the same ; and the Armourer's Mates are only to be employed thereupon in cases where their assistance shall be necessary.

XV.

When Marines are sent on board any of His Majesty's Ships, in order to serve at sea, the Captain of the Ship is to cause the Purser to supply them, upon their coming on board, with the following particulars as sea necessities ; or with such part thereof as they shall not then be provided with ; to wit,

A Suit of Bedding.
Two Checquered Shirts.

And is also to cause them to be supplied, from time to time afterwards, with such further bedding, slop-clothes, dead men's clothes or tobacco, as the Commanding Marine Officers shall represent them to be in want of, not exceeding the value of four shillings a month : the same to be set off against their names, on the muster-books and slop-book, as practised with regard to seamen.

XVI. The

XVI.

The serjeants, corporals, bombardiers, drummers, gunners, private men and boys of the Marine Divisional and Artillery Companies, are to be allowed an uniform new clothing once a year, which is to consist of the under-mentioned particulars for each man or boy ; and they are to be entitled thereto on the 1st of June, and the same is to be issued to them on that day, or as soon after as possible.

A red cloth coat, white cloth waistcoat and breeches.

One shirt, with one black stock.

One pair of stockings, to serjeants only.

One pair of shoes.

A hat.

XVII.

Marines serving on board His Majesty's Ships are to be supplied with their annual uniform clothing in the following manner :

If the Ship shall be at home, and at or near either of the ports of Chatham, Portsmouth, Plymouth, or Woolwich, at the time new clothing shall be due, (or as soon afterwards as the Ship shall arrive at or near either of those ports) the Captain is to make application for the same in writing to the Storekeeper at such port, transmitting therewith a separate list for the Marines of each division, according to the Form (N^o. 45), attested by himself and the Commanding Marine Officer, of the non-

commission officers, drummers, private men and boys on board, to whom new clothing shall be due. Upon which application, and on the Captain's sending a boat on shore with a Marine Officer to receive the said clothing, the Storekeeper is to issue the same to such Marine Officer, who is to give a receipt for it at the foot of the aforesaid lists, when the said clothing is to be forthwith delivered to the marines, who are to give their officer a receipt for the same, agreeably to the Form, (N^o. 46) which the Captain of the Ship is to attest, and immediately transmit to the Navy Board.

If a Ship shall be in foreign parts, and any clothing shall be lodged with a Naval Officer or other persons, the like method is to be pursued in applying for and issuing what shall be due to marines on board such Ship; with the addition of making duplicates of the specified lists and receipt, which are to be sent by different conveyances to the Navy Board.

XVIII.

Marines returning from foreign parts, and entitled to clothing, are to be supplied, in like manner, with a suit of clothing each: and if more than one clothing shall be due to them, they are, upon their being landed, to be allowed for every additional clothing that shall be so due; to wit.

A Serjeant, Two Pounds Two shillings.

A Drummer,

A Drummer, One Pound Ten Shillings.

A Corporal, Bombardier, }
Gunner and Private Man, } One Pound One Shilling.

XIX.

The Commanding Marine Officer on board is to examine once a week, at least, into the state of the clothing and slops belonging to each marine and boy, and if he finds any loss or abuse, to enquire strictly how it happened; and if the man or boy appears to be blameable, to inform the Captain of the Ship thereof, in order to his being properly punished for the same. And the Captain of the Ship is to take care that the Marine Officer punctually complies with these directions, or if he finds him in the least neglectful therein, to acquaint the Secretary of the Admiralty therewith.

XX.

When any marine belonging to the Ship dies, his clothing and effects (except his uniform marine clothing) are to be sold at the mast by auction, and the produce charged against the names of the buyers on the Muster and Pay-Books, and an account thereof kept in the Slop-Book, in the manner practised with regard to dead seamen's clothes; and the same is to be stopped by the Treasurer of the Navy from the wages of the buyers, for the use of the executors and administrators of the deceased, unless any marine shall die before his sea-pay will suffice to repay

what may stand charged against him ; in which case such charge is first to be made good out of the produce of his effects, and the remainder paid to his executors or administrators. But care is to be taken that the value of dead men's clothes bought by marines be included within the four shillings a month, which they are each allowed to expend in slop clothes.

XXI.

The uniform yearly clothing of marines dying on ship-board, if serviceable, and the Ship shall be near Portsmouth, Plymouth, Chatham, or Woolwich, at the time of their death, is to be immediately sent by the Commanding Marine Officer on board, to the Quarter-master of the adjoining Head-Quarters ; or if the Ship shall then be too far distant so to do, the said Marine Officer is to take care, that such clothing be preserved, and sent to the Quarter-master when the Ship arrives at either of those ports ; and the same rule is to be observed with respect to any spare arms or accoutrements, which by any casualty may have been left on board.

XXII.

A store room being ordered to be built on board each of His Majesty's Ships, abaft on the orlop, to contain the spare clothing, accoutrements, and all other necessities for the use of the marines ; the said store room is to be in the possession of the Commanding Marine Officer, and not diverted to any other use.

XXIII. Marines

XXIII.

Marines sick or wounded, are to be taken the same care of by the Surgeon of the Ship that the seamen are ; and when it shall be necessary to send them out of the Ship for cure, they are to be sent on shore to the hospitals or sick-quarters, and to be taken care of there, under the same regulations that are established for the seamen ; and sick tickets are to be sent with them in the same form as those directed to be sent with the seamen ; the Captain of the Ship, and the Commanding Marine Officer on board, are to take care that their bedding, clothes, necessaries, arms and accoutrements, be sent along with them ; the particulars of which are to be noted at the foot of the sick tickets : also the time when and place where they were last clothed, and the number of the company to which they belong ; and to be attested by the said Commanding Marine Officer, who is to see that each man's things be securely bound together and labelled. And the proper Officer at the hospital or sick quarters, and the Marine Officer attending hospital duty, (where there shall be any) are to take care, that the same be safely deposited and preserved till the marines are either discharged, run, or die : when in the case of discharge, they are to be disposed of as hereafter-mentioned in the twenty-fifth Article : and in the cases of desertion and death, they are to be sent to the Commanding Officer at the nearest marine head-quarters, with an account of the men's names, and the companies they were of, to whom the said things belonged. But in case a
marine

marine or boy shall be sent on shore sick at any other hospital or sick-quarters than at the ports of Chatham, Portsmouth, Plymouth or Woolwich, then the arms and accoutrements of such marine or boy are to be retained and to remain in the charge and care of the Commanding Marine Officer who is to cause them to be kept in good order and to deliver them to the Quarter-master at the first marine head-quarters at which the Ship may arrive, taking the Quarter-master's receipt for the same.

XXIV.

Marines sent sick on shore are to be continued upon the books of the Ship from which they shall be sent, for one month from the time of their departure from her, in case the Ship shall neither proceed on a foreign voyage, nor her proportion of marines be completed during that time, and then they are to be discharged; and in case they afterwards return on board, they are to be re-entered from the time of their return. If the Ship shall proceed on a foreign voyage, or the marines be completed before those put sick on shore shall be recovered and returned on board, they are in either case to be discharged from the Ship's books from the day they were sent on shore to the hospital or sick-quarters, and pay-lists made out, and immediately transmitted to the Commissioner at the port where the Ship shall be, in order to their being paid the sea-pay due to them, or in case they shall be in debt, that the same may be charged against their growing pay.

XXV. When

XXV.

When marines sent to an hospital or sick-quarters recover, they are to be received again on board their proper Ship, if she shall be present, and not compleat in her established number of marines ; but in case she shall be gone abroad, or be compleat in her marines, they are to be sent to the nearest marine head-quarters ; and care is to be taken by the Agent or proper Officer of the hospital or sick-quarters, as well as by the Marine Officer, (if any shall be attending there) that their bedding, clothes, and necessaries, be sent along with such marines, the particulars of which are to be noted upon their tickets of discharge ; and the Commanding Marine Officers at quarters are to see that this be punctually complied with: or, if it is not, to represent the same to the Admiralty.

With regard to marines put sick on shore in Ireland, the northern parts of Great Britain, the Orkneys, or other distant parts, if their proper Ship is not in the way when they recover, they are to be received on board any other Ship that may come in the way, (whether short of her proper number of marines or not) and to be borne for wages and victuals, the Captain of such Ship and the Commanding Marine Officer on board taking care that their bedding, clothes, and necessaries, be brought on board with them ; but if no Ship shall be in the way to receive such recovered marines, they are to be provided with a passage by sea, or
be

be sent by land, and paid conduct-money after the rate of a penny a mile, or to be sent partly one way and partly the other, either to their proper head-quarters, or to the nearest marine head-quarters, as shall appear to the Agent for Sick and Hurt to be the most convenient and expeditious method, and the said Agent is to take particular care that such marines take along with them, if they go by sea, their bedding, necessaries and clothes ; but if they travel by land, or go partly by sea and partly by land, then he is to send their bedding, necessaries and clothes by such conveyance as shall be most convenient, to the head quarters to which he shall send such marines: and the Agent is to note on their tickets of discharge what bedding, necessaries and clothes they take with them, and what they leave behind, and to deliver such tickets to the men themselves; and he is also, by the first post after their departure, to send duplicates of the said tickets to the Commissioners for Sick and Hurt, mentioning thereon when the men departed, and whither and in what manner they were to proceed ; which duplicates the said Commissioners are to cause to be transmitted to the Commanding Marine Officer at the head-quarters, to which the marines should proceed ; and when the Agent dispatches away the things left behind by such marines, he is to inform the said Commissioners thereof, and in what manner he sends them ; of which the Commanding Officer at the head-quarters they may be consigned to is to be made acquainted by those Commissioners.

XXVI. When

XXVI.

When a marine is returned on Ship board from an hospital or sick quarters the Captain of the Ship is to take care that there be charged against his name upon the Ship's books the value of any clothing he may have been supplied with at the hospital, (not exceeding in the whole the value of six shillings) which the Agent for sick and hurt is to set off upon the ticket of discharge from the hospital.

XXVII.

If it should happen that any marine, sent sick on shore from His Majesty's Ships, and afterwards discharged from the hospital or sick quarters, shall be refused to be received on board again by the Captain of the Ship from which he was put on shore, the said Captain, who refuses to receive him, is to certify his reasons for such refusal upon the ticket of the man's discharge from the hospital; upon producing which to the Commanding Officer at the nearest Head Quarters, (though the marine should not belong to that division) the said Commanding Officer is to order the Deputy Pay-master to subsist him, till sent to his proper division, or on Ship board.

XXVIII.

Commanders of Ships in Foreign parts, when they put any marines on shore to an hospital or sick quarters, are

3 I

not

not to send their arms and accoutrements with them, but they are to remain in the charge of the Commanding Marine Officer, for the use of the marines if they return on board; or otherwise to be disposed of as the King's service may require.

XXIX.

In all cases where a marine, or any number of marines shall be discharged from a Ship to be left on shore at home, (whether upon account of sickness or upon any other account whatever) the Commanding Marine Officer on board is to prepare a List, containing the name or names of such marine or marines, the number of the company to which he or they belong, the time when, and where last clothed, with the time of his or their discharge, adding thereto a state of his or their debts; which list he is to sign, and present to the Captain of the Ship to be attested, and immediately transmitted to the Deputy Pay-master of the division to which he or they belong, for his guidance in regard to the subsisting and settling his or their accounts.

XXX.

Whenever any marines are discharged, either to go on shore, or into any other Ship, the Captain of the Ship and the Marine Officer are to be particularly careful, that their bedding, clothes, necessaries, arms and accoutrements be sent along with them; and to note upon such discharge list,

list, the time when and where they were last clothed ; and in case those discharged into other Ships shall be in debt, a state of such debt is also to be sent with them, and the Captain of the Ship into which they are turned over, is to charge the same against their growing Wages, and to cause the Commanding Marine Officer on board to be furnished with a copy of the state of such debt, for his information.

XXXI.

The Captain of the Ship, on the coming on board of any marines, is to demand of the Commanding Officer a list according to the Form, (N°. 44.) and to be very careful, that the sums charged therein for subsistence overpaid, or necessaries supplied on shore, be properly set off against the men's names upon the Ship's books and Pay books, in order to the same being deducted from their pay.

XXXII.

The names of the marines are not to be intermixed with those of the seamen, but they are to be borne upon a distinct list at the end of the Ship's pay and Muster books, and Muster tables, specifying the number of the company they belong to, the qualities of the Commission and Non-Commission Officers, the times of their coming on board, and from whence, and of their discharge, and whither, and for what reason ; the times of the death and desertion of such as die or run away ; and also the times any of them

are put sick on shore, or on board an hospital ship, and of their return or discharge ; and any other remarks that may be necessary to shew what becomes of the marines embarked on board the ship. And the Clerks of the Checque are to distinguish the marines from seamen not only on the Muster tables upon the Ship's books, but also in their Weekly Returns to the Navy Board ; and the boy marines are to be kept in the same manner distinct at the end of the Marine list.

XXXIII.

In the accounts transmitted to the Secretary of the Admiralty of the state and condition of the Ship, the number of marines or boys on board is always to be distinguished, and the names and qualities of their Officers inserted.

XXXIV.

The Commanding Officer of marines serving on board any of His Majesty's Ships is strictly directed to transmit, immediately after the end of every calendar month, or as soon afterwards as opportunity offers to the Secretary of the Admiralty, a return of the marines under his Command, or, if they belong to different divisions, a separate return for each division, expressing their state and condition, in the form, (N°. 47) in order to their being forwarded to the Commanding Officer at the head quarters of the division to which they respectively belong, that they may see the

the number and disposition of the marines serving on Ship board, and the time when last clothed, and be thereby enabled to make their returns to the Admiralty and Navy Board as correct as possible; and the Captain of the Ship is to attest such returns, that they may agree with the Ship's books.

XXXV.

Marines or boys serving on board His Majesty's Ships (Commissioned Officers excepted) are to be paid for the time they so serve, by the Ship's pay books, as the seamen are paid; but with respect to marines or boys discharged, before the Ships they are discharged from are under orders for Payment, the Captains of such Ships are strictly directed immediately to cause five complete Pay lists of the name or names of such discharged marines or boys to be made out, and transmit them to the Navy Board, who are to cause the men or boys to be paid their wages as soon after the time of their re-landing as possible, if any shall appear to be due to them, after deducting the charges which may be against their names upon the Ship's books; as also the sum of three pounds, as a fund for supplying them with necessaries on Shore, or on their being re-embarked, which is to be paid into the hands of the Deputy Pay-Master for that purpose; but if, at the time of paying any marine or boy his sea-pay, there should not be so much as three pounds due to him, one half of whatever may be due is to be

be paid to the Deputy Pay-Master, for the purpose before-mentioned ; a separate and particular account of which is to be kept by the Deputy Pay-Master and Pay Captain, and the balance, if any, paid to the men or boys, either on their embarkation, or discharge from the service ; and whenever any sea-pay is to be paid, the Commanding Marine Officer, at the Head Quarters near which such payment shall be made, is always to cause proper Officers to attend thereat, to preserve order among the men or boys, and conduct them to Quarters ; and no sea-pay is to be paid, unless Marine Officers attend accordingly.

THE END.

By the Commander in Chief, Flag Officer, or Senior Captain Com-

*By the Commissioners for Executing
the Office of Lord High Admiral
of the United Kingdom of Great
Britain and Ireland, &c. &c. &c.*

HIS MAJESTY having been pleased to direct by His Order in Council of this date, that the annexed Table shewing the number of Commission, Warrant and Petty Officers, and the ratings of every description, both Seamen and Marines, allowed to each class of His Majesty's Ships, with their present rate of Pay, shall be added to, and considered as a part of this Book of Regulations and Instructions established for His Naval Service at Sea, and that the whole shall be carried into effect on the 1st January, 1807.—Also, notwithstanding any Orders contained in the said Regulations and Instructions to the contrary, that the Commander in Chief, Flag Officer, or Senior Captain, when Commanding a Squadron of His Majesty's Ships employed on any particular Service, shall be authorized to direct the resident Commissioner at any Foreign Yard to repair the Ships under his Orders, and to supply them with such Stores as the Service on which they are intended to be employed shall absolutely require, a particular Account of which, the Commander in Chief, Flag Officer, or Senior Captain Commanding

manding a Squadron shall, for his justification, be required to transmit by the earliest opportunity that may offer to our Secretary, as well as to the Navy Board ;

You are hereby required and directed to conform yourselves agreeably thereto.

Given under our Hands the 31st December, 1806.

(Signed) THOMAS GRENVILLE,
J. MARKHAM,
H. NEALE,
THO^r. FRA^r. FREMANTLE.

*To the respective Flag Officers,
Captains, Commanders, and
Officers Commanding His
Majesty's Ships and Vessels.*

By Command of thsir Lordships,

(signed) B. TUCKER.

**A TABLE shewing the Number of Commission, Warrant and Petty
allowed to each Class of His Majesty's**

OFFICERS.	WAGES IN EACH RATE.											
	1			2			3			4		
Captains per Mensem	32	4	0	26	12	0	23	2	0	18	4	0
Lieutenants.....	8	8	0	8	8	0	8	8	0	8	8	0
Ditto of Flag Ship	9	2	0	9	2	0	9	2	0	9	2	0
Masters (vide Reg ^{ns} . which follow the Table)	12	12	0	11	11	0	10	10	0	9	9	0
Second Masters	5	5	0	5	5	0	5	5	0	.....	.....	.....
Masters of Sloops, Bombs, Brigs, and Cutters .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	6
Second Masters and Pilots of Gun Brigs ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	5
Surgeons (vide Reg ^{ns} . which follow the Table) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carpenters	5	16	0	5	6	0	4	16	0	3	6	0
Boatswains	4	16	0	4	6	0	3	16	0	3	6	0
Gunners	4	16	0	4	6	0	3	16	0	3	6	0
Pursers	4	16	0	4	6	0	3	16	0	3	6	0
Master's Mates	3	16	6	3	10	6	3	6	8	2	18	4
Ass ^t Surg ⁿ (vide Reg ^{ns} . which follow the Table) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Midshipmen	2	15	6	2	10	6	2	8	0	2	4	3
Clerks	2	15	6	2	10	6	2	8	0	2	4	3
Schoolmasters	2	15	6	2	10	6	2	8	0	2	4	3
Armourers	2	15	6	2	10	6	2	8	0	2	4	3
Masters at Arms.....	2	15	6	2	10	6	2	8	0	2	4	3
Carpenter's Mates	2	10	6	2	10	6	2	6	6	2	4	6
Caulkers	2	10	6	2	10	6	2	10	6	2	10	6
Ropemakers	2	10	6	2	10	6	2	10	6	2	10	6
Quarter Masters	2	5	6	2	5	6	2	2	6	2	0	6
Boatswain's Mates	2	5	6	2	5	6	2	2	6	2	0	6

Officers, and the Ratings of every Description both Seamen and Marines,
Ships, with their present Rate of Pay.

[illegible]

TABLE

OFFICERS.	WAGES IN EACH RATE.					
	1	2	3	4	5	6
Sailmakers	2 5 6	2 5 6	2 5 6	2 4 6	2 2 6	2 0 6
Gunner's Mates	2 5 6	2 5 6	2 2 6	2 0 6	1 18 6	1 16 6
Yeomen of the Powder Room	2 5 6	2 5 6	2 2 6	2 0 6	1 18 6	1 16 6
Armourer's Mates	2 5 6	2 5 6	2 2 6	2 0 6	1 18 6	1 16 6
Corporals	2 5 6	2 2 6	2 0 6	2 0 6	1 18 6	1 16 6
Caulker's Mates	2 6 6	2 6 6	2 6 6	2 6 6	.....	.....
Yeomen of the Sheets	2 2 6	2 0 6	1 18 6	1 18 6	1 16 6	1 16 6
Coxwains	2 2 6	2 0 6	1 18 6	1 18 6	1 16 6	1 16 6
Quarter Master's Mates	2 0 6	2 0 6	1 18 6	1 18 6	1 16 6	1 15 6
Captains of Forecastle	2 0 6	2 0 6	1 18 6	1 18 6	1 16 6	1 15 6
„ Fore Top	2 0 6	2 0 6	1 18 6	1 18 6	1 16 6	1 15 6
„ Main Top	2 0 6	2 0 6	1 18 6	1 18 6	1 16 6	1 15 6
„ Afterguard	2 0 6	2 0 6	1 18 6	1 18 6	1 16 6	1 15 6
„ Mast	2 0 6	2 0 6	1 18 6	1 18 6	1 16 6	1 15 6
Trumpeters	2 0 6	1 18 6	1 15 6	1 15 6	1 15 6	1 14 6
Sailmaker's Mates	1 18 6	1 18 6	1 18 6	1 18 6	1 18 6	1 18 6
Quarter Gunners	1 16 6	1 16 6	1 15 6	1 15 6	1 15 6	1 15 6
Carpenter's Crew	1 16 6	1 16 6	1 15 6	1 15 6	1 15 6	1 15 6
Sailmaker's Crew	1 15 6	1 15 6	1 15 6	1 15 6	1 15 6	1 15 6
Gunsmiths	1 15 6	1 15 6	1 15 6	.....	.....	.....
Stewards	1 15 6	1 15 6	1 15 6	1 13 10	1 10 2	1 9 6
Cooks	1 15 6	1 15 6	1 15 6	1 15 6	1 15 6	1 14 6
Steward's Mates	1 5 2	1 5 2	1 5 2	1 5 2	.....	.....
Chaplains	0 19 0	0 19 0	0 19 0	0 19 0	0 19 0	0 19 0

continued.

NUMBER OF OFFICERS IN EACH RATE.

[illegible]

CONTINUED

TABLE

OFFICERS.	WAGES IN EACH RATE.					
	1	2	3	4	5	6
MARINES.						
Captains	}	paid at	Head	Quarters		
Lieutenants						
Serjeants	}	same pay	in every	Rate		
Corporals						
Drummers						
Boys of the 1 st Class per annum.....	9	0	0	}	same	pay in every Rate
Ditto 2 nd Class	8	0	0			
Ditto 3 rd Class	7	0	0			

Midshipmen Ordinary	}							
Volunteers per Order								
Cook's Mates								
Coxswain's Mates								
Yeomen of Boatswain's Store Room								
Swabbers								
Coopers								
Able Seamen								
Captain's Cooks								
Ordinary Trumpeters								
					£	s	d	
					1	13	6	per Mensem.

continued.

NUMBER OF OFFICERS IN EACH RATE.

1 2		3		4		5		6		Sloops						A. Sloops		F. Ship's Rates Pay		Gun Vessels		Yachts		Cut ^{rs}		B ^s		Sch ^{rs} .		Dispatch Cutters Complement 17.								
Com ^t . 837	Com ^t . 738	Com ^t . 738	Com ^t . 719	Com ^t . 640	Com ^t . 590	Com ^t . 491	Com ^t . 343	Com ^t . 294	Com ^t . 284	Com ^t . 254	Com ^t . 215	Com ^t . 195	Com ^t . 155	Com ^t . 135	Com ^t . 121	Com ^t . 100	Com ^t . 95	Com ^t . 85	Com ^t . 80	Com ^t . 70	Com ^t . 65	Com ^t . 56	Com ^t . 45	Com ^t . 50	Com ^t . 45	Com ^t . 67	Com ^t . 50	Complement 10 with 30 Supernumeraries	Com ^t . 60		Com ^t . 45	Com ^t . 67	Com ^t . 60	Com ^t . 40	Com ^t . 18			
1	1	1	1	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	3	3	3	3	3	2	2	2	2	1	1	1	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
4	3	3	3	3	3	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	
4	3	3	3	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	
2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
8	7	7	7	6	6	5	4	4	4	3	3	3	3	3	3	3	3	3	3	2	2	2	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	
13	12	12	12	10	10	9	7	6	6	6	6	5	5	4	4	4	4	4	3	2	2	2	2	...	...	...	...	...	...	...	...	...	...	3	1	...	...	
19	18	17	16	16	14	13	11	10	10	9	9	9	7	7	6	5	4	4	4	2	2	2	3	3	2	1	1	4	2	...	2	2	5	2	1	...	...	

Ordinary Seamen	}	£. s. d. 1 5 6 per Mensem.
Shifters		
Barbers		
Gunner's Taylor		
Landsmen		1 2 6

CONTINUED

TABLE continued.

		PAY TO THE ROYAL MARINES.									
		Pay per Month.	Days.						Weeks.		
			1	2	3	4	5	6	1	2	3
ARTILLERY.											
Serjeants	3 7	10 2 40	4 100	7 20	9 70	12 00	14 40	16 10	1 13	6 2	10 4
Corporals after 14 Years	3 4	90 2 30	4 80	6 110	9 30	11 70	13 100	16 31	12 42	8 7	
From 7 to 14 Years	3 2	50 2 20	4 60	6 80	8 110	11 20	13 40	15 81	11 22	6 10	
Under 7 Years	3 0	10 2 10	4 40	6 50	8 70	10 90	12 100	15 11	10 02	5 1	
Drummers	1 15	60 1 30	2 60	3 100	5 10	6 40	7 80	8 110	17 10	1 6	8
Bombardiers after 14 Years	3 0	10 2 10	4 40	6 50	8 70	10 90	12 100	15 11	10 02	5 1	
From 7 to 14 Years	2 17	90 2 02	4 20	6 20	8 30	10 40	12 40	14 61	8 102	3 4	
Under 7 Years	2 15	50 1 110	4 00	5 110	7 110	9 110	11 100	13 111	7 82	1 7	
Gunners after 14 Years	1 19	80 1 50	2 100	4 30	5 80	7 10	8 60	9 110	19 101	9 9	
From 7 to 14 Years	1 17	40 1 40	2 80	4 00	5 40	6 80	8 00	9 40	18 81	8 0	
Under 7 Years	1 15	60 1 30	2 60	3 100	5 10	6 40	7 80	8 110	17 101	6 8	
MARINES.											
Serjeants	2 0	30 1 50	2 110	4 30	5 90	7 30	8 60	10 01	0 21	10 2	
Corporals after 14 Years	1 12	10 1 10	2 40	3 50	4 70	5 90	6 100	8 00	16 01	4 0	
From 7 to 14 Years	1 9	90 1 00	2 20	3 20	4 30	5 40	6 40	7 60	14 101	2 4	
Under 7 Years	1 7	50 0 110	2 00	2 110	3 110	4 110	5 100	6 110	13 81	0 7	
Drummers	1 3	40 0 100	1 80	2 60	3 40	4 20	5 00	5 100	11 80	17 6	
Privates after 14 Years	1 3	40 0 100	1 80	2 60	3 40	4 20	5 00	5 100	11 80	17 6	
From 7 to 14 Years	1 1	00 0 90	1 60	2 30	3 00	3 90	4 60	5 30	10 60	15 9	
Under 7 Years	0 19	30 0 80	1 40	2 10	2 90	3 50	4 10	4 100	9 70	14 5	
Boys	0 14	00 0 60	1 00	1 60	2 00	2 60	3 00	3 60	7 00	10 6	

REGULATIONS

REGULATIONS

Established by His Majesty's Order in Council, of the 15th

August, 1805, in respect of

MASTERS IN THE NAVY.

I.

HIS MAJESTY's Order in Council of the 19th January, 1803, so far as the same respects the examination of Persons to serve as Lieutenants who have been employed in the capacities of Masters, or Second Masters, and Pilots, to be suspended, and in future such Persons as shall have acted in the abovementioned capacities may be considered eligible to be promoted to the Rank of Lieutenant in His Majesty's Navy, if from meritorious conduct in the performance of their duty, a case should arise which in the opinion of the Lords Commissioners of the Admiralty it may be proper to distinguish by such advancement, although the individual who shall have so distinguished himself may not have been rated as a Mate or Midshipman in His Majesty's service, provided he shall have served Six Years therein; and the period which any Person may serve as Acting Master, or Second Master will be considered, upon presenting himself to pass his Examination for a Lieutenant, as equivalent to his having served so much time in the capacity of Mate or Midshipman.

II.

In order to ensure that all Persons entering into the office of Master in His Majesty's Navy may be men of experience and judgment, no person in future will be allowed to pass an examination for being qualified to serve as Master therein, until he shall have attained the

the age of Twenty One Years, and have been at least Seven Years at Sea, two of which must have been served in His Majesty's Navy, in the quality of Acting Master by order, Second Master, Master's Mate, or Midshipman ; or, being of the aforesaid age, and having served Seven Years at Sea, shall have been actually One Year or more Chief Mate, and Two Years Master, or Two Years Chief Mate, and One Year Master of a Merchant Ship, and shall produce Certificates of diligence, sobriety, and good conduct from the Owners for the time he served as Master, and from the Owners and Master for the time he served as Mate.

III.

As Second Masters and Pilots of Gun Brigs are not required by the old Establishment, to pass any examination previous to their appointment, and it being essentially necessary that all Officers who undertake the charge of His Majesty's Ships and Vessels of every description should possess a competent knowledge of Navigation for that purpose ; all Masters and Second Masters are in future to pass an examination, and will not be appointed to any Vessel unless they shall have been previously reported qualified to perform that duty, by the Master and Wardens of the Corporation of the Trinity House.

IV.

In order to encourage Masters employed in His Majesty's Navy sedulously to apply themselves to the acquirement of knowledge in Pilotage abroad and at home, they will be universally allowed Half Pilotage for taking upon them the sole charge of His Majesty's Ships and Vessels, in all cases where the Commanders thereof shall be well satisfied of the capacity of such Masters to perform the said duty.

V.

The Commanders in Chief of His Majesty's Fleets who are allowed a First Captain, are in future to be respectively allowed an additional Master to be borne on the Books of the Ships on board which their Flags may be flying, to be called First Master, whose duty will be to attend to the Navigation of the Fleet, agreeably to the Orders which he may receive from the Commander in Chief, or his First Captain : and the Person so appointed First Master to a Commander in Chief must be qualified for, and will be allowed the pay of a Ship of the First Rate.

VI.

VI.

THE FULL PAY OF MASTERS will be as follows, commencing from the 24th August, 1805.

	per Month.			
	£.	s.	d.	
1st Rate	12	12	0	} With a Servant, or Compensation for one.
2nd „	11	11	0	
3rd „	10	10	0	
4th „	9	9	0	
5th „	8	8	0	
6th „	7	7	0	
Sloops				
Brigs and Cutters with Complements above 50	6	6	0	} Without a Servant, or Compensation for one.
Men, bearing a Master				
Gun Brigs and small Vessels having a Second	5	5	0	
Master and Pilot				
Second Masters of Line of Battle Ships	5	5	0	

VII.

THE HALF PAY OF MASTERS will be as follows, commencing from the 24th August, 1805.

			per Day.	
			s.	d.
Masters qualified for 1st and 2nd Rates. The first 50 on the List unemployed			5	0
Ditto	The next 50	„	4	6
3rd Rates	The next 100	„	4	0
4th and 5th Rates	The next 100	„	3	6
All the rest having passed from a 6th Rate			3	0

Such

Such as have served two years in His Majesty's Navy as acting Master, second Master, Master's Mate or Midshipman, previously to receiving an Appointment as Master, will be entitled to Half-Pay after having served as Master in any of His Majesty's Ships or Vessels in Commission three years, and such as shall have been appointed Master without having previously served in the Navy will be entitled to Half Pay after having served as above-mentioned five years. But no Master is to be permitted in time of War, on any account whatever, to receive Half Pay during such time he shall be employed in the Merchant Service, or in any other occupation, unless sufficient proof be adduced to the Commissioners of the Navy, that such person is, from infirmity of body, absolutely incapable of performing the duty of a Master in His Majesty's Navy.

VIII.

Such Masters as have not served during the present War, or who are now considered to be unfit for further Duty at Sea, are to be superannuated on the Half-Pay to which from their Services and qualifications they may be respectively entitled by the *Old Establishment*, provided unquestionable testimony be produced that they have not at any time declined to serve when capable of performing their Duty, and such as may not have it in their power to produce such testimonials (except in cases where by misconduct they have forfeited all Claims to remuneration for past Services) will be also superannuated at the former established allowance of Superannuation.

REGULATIONS

Established by His Majesty's Order in Council of the 23rd
January, 1805, in respect to

SURGEONS IN THE NAVY.

THAT the Assistants at the different Hospitals, known, at present, under the denomination of " Visiting Assistants," " Assistant Surgeons," and " Assisting Dispensers," shall, in future, be called Hospital Mates, and be allowed, without regard to the Department of the Hospital in which they shall serve, the full Pay of Six Shillings and Sixpence per Day when employed at Home, and Seven Shillings and Sixpence per Day, while employed on Foreign Stations, with Half-Pay when reduced at the rate of Two Shillings per Day, provided they shall have served subsequent to the date of this Regulation, two Years on full Pay. And farther, that they shall be allowed Lodging Money, at the rate of Ten Shillings and Sixpence per Week, when not accommodated within the Hospital.

That such Hospital Mates as may remove from one Department of the Hospital to another, shall nevertheless be required to prove themselves qualified, by examination, for the Department to which they may be about to remove, but they may be allowed, before joining the Hospital, to prove themselves qualified for every Department, by undergoing the different necessary examinations.

That the Widows of such as shall have served as Hospital Mates abroad, and shall die on Full Pay, shall be allowed a Pension of Sixteen Pounds per Annum; and the Children of such Hospital Mates, and the Widows and Children of such as shall die on Half Pay, shall have such Allowances as the Lords Commissioners of the Admiralty, upon consideration of the circumstances of their case, shall think fit to grant.

That all Dispensers of Hospitals shall receive, when employed, a Full Pay of *Dispensers of*
Ten Shillings per Day : and when unemployed, a Half Pay of Five Shillings per *Hospitals.*
Day.

That Dispensers, when a Residence is not provided for them, shall be allowed Twelve Shillings per Week Lodging Money.

It is proposed that the Number of Assistants, heretofore called Surgeon's Mates, *Assistants to* to be allowed to the Surgeons of His Majesty's Ships, shall, in future, be regu- *Surgeons of* *Ships.* lated as follows :

First.

First Rate	1 Assistant.
Second Ditto	2 Ditto
Third Ditto	2 Ditto
Fourth Ditto	2 Ditto
Hospital Ships	1 Ditto
And all other Ships entitled according to the existing Regulations to bear Mates.....	1 Ditto

That no Person shall in future be appointed to serve as an Assistant to the Surgeon of any of His Majesty's Ships, who shall not have been found qualified on examination to serve as Surgeon, or as first Assistant, that the Pay of Assistants so qualified shall be Six Shillings and Sixpence a Day, besides the Ship's Provisions, with Half Pay when reduced at the Rate of Two Shillings per Day (provided they shall then have served two Years subsequent to the date of this Regulation) and Three Shillings per Day, if they shall have served three Years from that Date; that such Assistants shall be required to furnish themselves with such Surgical Instruments as the Commissioners for Sick and Wounded Seamen shall direct, and that they shall be rated on the Ship's Books, where the complement admits of more than one, according to their Seniority on the List, to be kept by the Sick and Wounded Board.

Whereas there are many Surgeon's Mates now serving on board His Majesty's Ships, who have not obtained, and who may not for some time have an Opportunity of obtaining, the Qualification before required, it is proposed that such as serve as First or Second Mates, or Assistants, shall be allowed Five Shillings per Day, and those rated Third Mates, or Assistants, Four Shillings per Day. Those three Classes of Assistants not to be required to provide Instruments, nor shall they be allowed Half Pay; it is submitted that they should nevertheless, on proving themselves duly qualified, be placed on the same List with the other Assistants, from the Date of the first Appointment they may receive after such Qualification, and commence the time to be reckoned for Half Pay from such Appointment.

*Surgeons of
H.M.S.*

All Surgeons of the Navy who shall not have served in the whole six Years, of which not more than three Years as Hospital Mate, or Assistant Surgeon, shall be allowed, it is proposed shall receive, when employed, a Full Pay of Ten Shillings per Day, and when not employed a Half Pay of Five Shillings per Day.

That Surgeons of Ships in active Service, after having served six Years, of which not more than three Years time as Hospital Mate, or Assistant Surgeon, shall be allowed, shall be paid Eleven Shillings per Day; their Half Pay to be Six Shillings per Day.

That after having served ten Years, allowing not more than three Years as Hospital

Hospital Mate, or Assistant Surgeon, the Surgeon's Full-Pay shall be augmented to Fourteen Shillings per Day; his Half-Pay to remain at Six Shillings per Day.

That Surgeons of Receiving Ships, Sloops, Convalescent Ships, Prison Ships, *Surgeons of Hospitals.* and all other Ships, except Hospital Ships employed only in Harbour Duty, shall be allowed Full-Pay, Ten Shillings per Day, with Half-Pay according to the time of their Service.

That Surgeons appointed to Hospital Ships shall receive a Full-Pay of Fifteen Shillings per Day, unless in cases where, by the length of their Services, they may have become entitled to a superior rate of Payment, their Half-pay to be regulated as in the case of Surgeons of other Ships, by the length of their service.

That every Surgeon in the Navy, excepting Surgeons serving on board Receiving Ships, Slop Ships, Convalescent Ships, and any other Ships than Hospital Ships employed only in Harbour Duty, shall, after twenty Years service on Full-Pay, including not more than three Years time as Hospital Mate, or Assistant Surgeon, be allowed Eighteen Shillings per Day; and after such length of Service, all Surgeons, in whatever Ships they may have served, shall have a claim to retire on a Half-Pay of Six Shillings per Day; but if the cause of their retirement shall be ill health, contracted in the service, and it shall be so certified by the Commissioners for Sick and Wounded Seamen, the rate of Half-Pay on such retirement, after twenty Years actual Service, shall be Ten Shillings per Day.

That every Surgeon in the Navy, after thirty Years service on Full-pay, including not more than three Years as Hospital Mate, or Assistant Surgeon shall have an unqualified right to retire on Half-Pay, at the rate of Fifteen Shillings per Day.

That Medicines and Utensils shall be provided for the service of His Majesty's Ships and Vessels, at the expence of Government, in such proportions as shall from time to time, be arranged by the Commissioners for Sick and Wounded Seamen; but the Surgeons shall be required to provide, at their own expence, such Surgical Instruments as shall be judged necessary by the said Commissioners.

That Surgeons of Hospitals shall be selected from the List of Naval Surgeons, and shall be allowed Fifteen Shillings per Day on their first Appointment, and Twenty Shillings per Day, after having served ten Years in Hospitals: their Half-Pay to depend on the length of their services, at the same rate as is proposed in regard to Surgeons of Ships.

That Surgeons of Hospitals, when not provided with a Residence within the Hospital, shall be allowed Fifteen Shillings per Week for Lodging Money.

In all cases, time served by Surgeons or Assistant Surgeons of His Majesty's Navy in Hospitals, to be added to and calculated with their time served on board ship.

That Surgeons of Naval Hospitals, of Dock Yards, of Royal Marine Infirmaries, being on the List of Naval Surgeons, shall, from completing the respective terms of twenty and thirty Years service, derive the same advantage as those who shall have served on board ship.

And whereas, at the present time, some of the Surgeons of Naval Hospitals may not have served on board Ship, it is proposed, that the advantage of this Regulation shall extend only to those already appointed, and that their Full-Pay and Half-Pay and Retirement, shall be regulated by the time they have served, as in the case of those who have been employed on board Ship.

*Physicians to
Fleets and Hos-
pitals.*

That no Person shall be appointed Physician to a Fleet, or an Hospital, who shall not have served as Surgeon at least five Years, the Daily Pay of a Physician, on his first appointment, to be One Guinea per Day ; his Half-Pay Half-a-Guinea per Day.

That when he shall have served three Years as Physician to a Fleet, or an Hospital, his Full Pay shall be One Guinea and a Half per Day ; his Half Pay, Fifteen Shillings per Day.

That the Full Pay of a Physician, who shall have served in that capacity more than ten Years, shall be Two Guineas per Day ; and his Half-Pay, One Guinea per Day.

That Physicians, when a Residence is not provided for them, shall be allowed One Guinea per Week for Lodging Money.

That the Physicians' and Surgeons' Widows be allowed such a Pension as the Lords Commissioners of the Admiralty shall think it right to grant, in proportion to the time of their Husbands service.

That none of the Officers before-mentioned, who shall retire from their respective employments without the approbation of the Commissioners for Sick and Wounded Seamen, or who shall refuse to serve when called on, if judged capable of service, shall be allowed to receive Half-Pay, nor shall their Names remain on the Navy List. Their Widows will not, in consequence, be entitled to any Pension.

It is proposed that no Officer, of whatever description, shall be entitled to any of the advantages arising from this Regulation, who shall not have served during the present War, or shall have satisfied the Commissioners for Sick and Wounded Seamen of his inability to serve ; but that such Persons shall be permitted to remain on the same Establishment on which they now respectively happen to be.

APPENDIX

CONTAINING

THE FORMS

REFERRED TO IN THE

Preceding Instructions.

1.

under the Command of

Time when, and from whence sailed.	Date and nature of the Orders now under, specifying the time when they will expire.	FOR REMARKS, Which are to include every thing necessary for the information of the Admiralty.
Report of Men in Hospital or Sick Quarters No. 5.	Rank Character Discharge Present State of Convalescence or otherwise	

No. 2.

Captain's Report of Men in Hospital or Sick Quarters.

[illegible]

Signals made from
Ship

No. Signals made to the
Ship

Remarks and Occurrences

Given under our hands on board the Major's ship

Figure 6

Бэгоццү

No. 4.

Pay List of Artificers belonging to His Majesty's Ship
employed on board His Majesty's Ship
between the
in *[here state the services performed]*

in

Names.	Qualities.	Entry.	Discharge.	No. of Days.	Rate per Day.	Sum.	To whom paid.

These are to certify the Principal Officers and Commissioners of His Majesty's Navy,
that the Artificers above-mentioned were actually employed on board His Majesty's
Ship the number of days expressed against their names, and that
they were paid the sums against their names expressed in our presence by Mr.

Clerk of the Cheque or Naval Officer of His Majesty's Yard at
amounting in the whole to the sum of

Given under our hands on board His Majesty's Ship

at

this

Approved

Captain
Master
Purser
Boatswain

Daily

20

9.
fitting at

No. of Weeks Provision on board	Quantity of Water in Tons	Officers		Under what Orders	Probable Time of being ready to pro- ceed	Cause of Detention
		Absent	Occasion			

No. 10.

Form for the Receipt.

His Majesty's Ship

at

day of

18

Received from Mr.

Carpenter

or

Boatswain,

&c.

} of His Majesty's

the

the following articles for the
viz.

use of the

Here insert the articles and the quantity of each [*in words, not in figures.*]

Form for the Bill of Exchange.

Pay to the Commissioners of the Navy, or their
order, such sum as they may judge a proper valuation for the
Stores specified in the annexed Account, supplied for the use
of the Ship under my
command on the

To Mr.

Owner of the Ship

at

Muster-Table of His Majesty's Ship the between the and the

[illegible]

[illegible]

[illegible]

An Account of Men sent sick on Shore or on Board Hospital Ships from His Majesty's
Commander, between
and

[illegible]

To be signed by the Commander of the Ship and the Purser.

No. 13.

A List of such Seamen and able-bodied Landmen, as have entered voluntarily to serve on board His Majesty's said Ship _____ from the _____ this _____ Day of _____ 180 _____ and are entitled to receive Two Months Wages before the Ship goes to Sea.

[illegible]

No. 14.

A List of Men belonging to His Majesty's Ship

Captain (or Commander) who are entitled to Bounty Money pursuant to His Majesty's Proclamation of

[illegible]

These are to certify that the men named in the foregoing list, voluntarily entered to serve in His Majesty's Navy, and that the ages, qualities and times of entry expressed against their names agree with the Muster-book.

Dated

Captain
Master

Boatswain
Purser.

These are to certify that the persons solved in this list were paid the
sums against their names expressed by _____ amounting to the
Sum of _____ on the _____ in the presence
of _____

[Signature]

[Name]

Commanding Officer.

No. 15.

[illegible]

[illegible]

[illegible][illegible]

An Account of Tickets and Certificates, expended on board His Majesty's Ship
Captain Commander between the and the

[illegible]

No. 17.

Pay-list of an Officer, Petty Officer, and Seamen belonging to His Majesty's Ship employed in fitting His Majesty's Ship the between the

Names.	Quality.	Entry.	Discharge.	No. of Days.	Rate per day	Sum.	To whom paid.

These are to certify the Principal Officers and Commissioners of His Majesty's Navy that the persons above-mentioned were actually employed in fitting His Majesty's Ship _____ the number of days expressed against their Names, and that they were paid the sums against their names expressed in our presence by Mr. _____ Clerk of the Checque (or Naval Officer) of His Majesty's Yard at _____ amounting in the whole to the sum of _____

Given under our hands on board His Majesty's Ship
at this

Approved

Captain
Master
Purser
Boatswain.

No. 18.

Barbadoes } A List of Hired Artificers employed on board His Majesty's Ship the
 { in (here state the Services on which they were employed.)

Men's Names.	Day of beginning work	Day of Discharge	No. of days actually employed	No. of days absent	Rate of daily Wages	Amount due for the days he was employed	To whom paid
--------------	-----------------------	------------------	-------------------------------	--------------------	---------------------	---	--------------

To be signed by all the Signing Officers and by the Officer under whom the Artificers were employed, all of whom are to be present when the Men are paid and are to certify the payment.

To this is to be subjoined a Certificate from the Governor or Consul, or from two or three respectable Merchants, that the Wages as express in the Account were at the usual rates of the place.

No. 19.

Barbadoes. } Captain of His Majesty's Ship
the Dr.
to

For the Hire of the Schooner of Tons
Master, with Men employed between
the and the in
at a Day, or Month, as the case may be.

This is to be signed by the Officers, and certified by the
Governor, Consul, or two or three Merchants, and to contain
any receipt for the payment.

No. 20.

Barbadoes. } Captain of His Majesty's Ship
the Dr.
to

For the Hire of a Wharf, Warehouse, Boat, Stage (as the Case may be) stating the rate at which the same was hired, the time it was used, and the sum paid for the hire.

This is to be signed by the Officers, and certified by the Governor, Consul, or two or three Merchants, and is also to contain a Receipt for the Payment.

No. 21

No. 21.

Barbadoes, 24th June, 1805.

First of Exchange,

£

Sterling.

Exchange, Premium, or Discount, at

per Cent.

GENTLEMEN,

Thirty days after sight of this my first Bill of Exchange (second and third of the same tenor and date not being paid) be pleased to pay to or Order, the Sum of (expressed in words) according to the rate of Exchange above stated, being for Stores, or Repairs, &c. (as the case may be) for the use of His Majesty's Ships under my command, as per voucher herewith forwarded, or that will be forwarded by the first opportunity (as the case may be)

I am,

GENTLEMEN,

Your humble Servant,

Captain of His Majesty's
Ship

These are to certify that the above Bill was drawn for the use of His Majesty's Ship the and that the Stores have been supplied in the workmanship performed, &c. (as the case may be.)

To be signed by the Signing Officers of the Ship.

We the Subscribers, being Merchants at this place, do certify that the above Bill is not drawn under the present governing rate of Exchange.

To be signed by 2 or 3 Merchants

} Merchants.

No. 22..

No. 22.

Instructions for the more effectually carrying into Execution, and for the due Observance of the Privileges of an Act of the Thirty-fifth of George the Third, entitled, "An Act for establishing a more easy and expeditious Method for the punctual and frequent Payment of the Wages and Pay of certain Officers belonging to His Majesty's Navy," dated 22nd June, 1795.

I. A Commissioned Officer, Master, or Surgeon, may on appointment to a Ship from half pay, apply to the Commissioners of His Majesty's Navy, for an Order from them on the Treasurer of the Navy, to pay such Officer the Arrears of half-pay due to him up to the Day of his commencing full-pay when the Commissioners, being satisfied as to the appointment, and that no imprest stands against his wages, will grant an order for the payment of the arrears of half-pay appearing to be due, which the Act of Parliament says shall be paid at the Pay-Office of the Treasurer of the Navy.

II. A Commissioned Officer, Master, or Surgeon may also, on being appointed to a Ship from half-pay, apply to the Commissioners of the Navy for an order from them (or the Commissioner at the Port where the Ship may be) on the Treasurer of the Navy, to pay such Officer the Amount of three months net personal pay, which will be accordingly granted, provided no imprest stands against his wages, and he transmits along with his application, a certificate of the Day

he is entitled to commence full-pay, but no Officer is authorized to draw a bill for pay in advance, nor can any Officer be allowed three months full pay in advance, whose name does not appear on the half-pay list previous to the time of his appointment.

III. Commissioned Officers, Masters and Surgeons, commanding or serving in any of His Majesty's Ships, and entitled to the pay of such service, may at the end of three, six, or twelve Lunar Months, draw Bills on the Commissioners of the Navy for the Amount of the net personal pay due for the time, which Bill, if drawn by a Lieutenant, Master, or Surgeon, must be "approved" by the Captain or Commander, in testimony of his knowledge of such pay being justly entitled to be drawn for: and Commanding Officers are particularly enjoined not to approve any Bill, unless the same is previously dated whence and when drawn, also filled and signed; and are also desired to be careful that their own Bills are complete in these particulars previous to their being negotiated.

IV. A Lieutenant, Master, or Surgeon being sent to sick quarters, who may be desirous of drawing for Pay up to the end of the six weeks allowed, provided he remains so long at sick quarters, must be careful to take with him, the time he is entitled to pay up to the day of his going sick, certified by his Commanding Officer; he must also have annexed thereto a Certificate under the hands of the Physician or Surgeon of the hospital or sick quarters, of his remaining under cure; otherwise no Captain is authorized to approve the bill that may be drawn, nor can such bill, if defective in any of these particulars, be accepted and assigned for payment.

V. No Officer whose command ceases, nor any Lieutenant, Master, or Surgeon, who is superseded or discharged by reason of a Ship's being paid off or lost, is entitled to draw bills for personal pay up to the day of being put upon half pay or ceasing to be entitled to pay for the Ship or service, but is required forthwith to transmit vouchers or journals for passing his accounts, when the usual certificate being granted of no objection to such Officer receiving his wages, his full pay and compensation will be ascertained thereon, (including any additional pay allowed by reason of a flag having been flying on board the Ship) the sums that may have been drawn for will be abated therefrom, and the residue of pay immediately assigned for payment at the office of the Treasurer of the Navy in town, but which may be paid at any of the out-ports where the Officer may himself be desirous of receiving the same.

VI. The bills drawn for pay by any Officer will remain as a charge (or imprest) against him till his accounts or journals for the Ship are past, and any Officer transmitting vouchers or journals for passing an account to any specific time is thereafter to draw bills for pay for a subsequent time only.

VII. By His Majesty's Order in Council of the 15th June, 1796, Chaplains of His Majesty's Ships may draw bills for their personal pay, and two-thirds of four-pences under the regulations prescribed by the act of parliament

No. 23.

A List of Papers required to pass a Captain's Accounts.

TWO LOG-books.

Remarks on Coasts, Roads, &c. or a certificate none were made; signed by Captain and Master.

Muster-books to be sent to the Commissioners of the Navy, at the expiration of every two months.

Slop-book, issues totalled, invoice account of DD men's clothes

Tickets, dead and remove, to be transmitted with the Muster-books.

Sick-book.

Copy of Commission.

Receipt for a complete book left with Successor.

Gunner

Boatswain

Carpenter's

} Expenses, supplies and returns.

} Orders and report of surveys.

Certificate of no backstays shifted or top-masts lost.

Do. no Survey-book supplied.

3 R

Account

Account of receipt and expenses, muster-paper, and tickets.

Vouchers for stores purchased.

Sailing qualities of the vessel, *if paid off*.

General account of provisions received and returned, as per form delivered from the Victualling Office.

Quarterly accounts to be sent to Commissioners of Victualling.

Certificate of the quantity of wine and spirits issued, if on home station.

Ditto of complement and title page.

Ditto from Purser to Captain.

Orders and report of surveys on provisions.

Vouchers for savings by ship's company, and of provisions purchased.

An account of, or certificate of not, any cask shaken.

Letters to the Commissioners of Navy, Victualling, and Sick and Hurt, to grant certificates of no imprest outstanding.

(No. 24.)

General Abstract of the Acts of Parliament now in Force
relating to the Payment of the Wages of Petty Officers
and Seamen, Non-commissioned Officers of Marines, and
Marines, serving in the Royal Navy of Great Britain.

Act 31 Geo. II.
ch. 10;
3 Geo. III. ch.
16;
26 Geo. III.
ch. 63;
32 Geo. III.
ch. 33;
32 Geo. III.
ch. 34;
32 Geo. III.
ch. 67.

I.

EVERY Volunteer who shall enter his name with any Officer appointed for entering
Volunteers, shall be entitled to wages from the date of his entry, provided he shall appear
on board his ship within fourteen days thereafter: If the ship shall be distant more than
one hundred miles, he shall be allowed twenty days to join it, and thirty days if the
distance exceeds two hundred miles; he shall likewise be entitled to the usual conduct
money, and to two months advance wages at the first setting out of the ship, which
shall be paid before it proceeds to sea; and all Petty Officers, Seamen, and Marines,
shall be entitled to the like advance of two months wages before the ship of which they
are on board shall sail, in case they shall not have received the same before. *Ditto.*

II.

Monies granted or to be granted by Parliament for the Service of the Navy, shall, in
the first place, be applied for the regular payment of all tickets, and for the regular dis-
charge of all wages due, or to grow due, in manner following; (that is to say), as often
as any ship which shall have been in sea pay twelve calendar months, or more, shall be
or arrive in any port of Great Britain, or on the coast thereof, the Captain or Com-
mander shall immediately cause five complete Pay-books to be made out for all the
time such ship shall have been in pay, except the last six months; and shall forthwith
transmit, by the first safe opportunity, such books, together with three Alphabets and

31 Geo. II.
ch. 10.

- a Slop-book, to the Commissioners of the Navy at their Board; and as soon as such Ship shall be or arrive in any port of Great Britain, where there is a Commissioner of the Navy, the said Commissioner of the Navy shall immediately solict the necessary sums of money, and cause payment to be made of the wages due, deducting the advance-money and all defalcations, and leaving always the wages due for the last six months, and for the time employed in preparing the books, unpaid, and no more; and all the wages due upon any ship shall be paid as soon as may be, or within two months at farthest after the arrival of such ship in port to be laid up.
- 32 Geo. III. ch. 34.
31 Geo. II. ch. 10.

III.

- 31 Geo. II. ch. 10. If any Inferior Officer, Seaman, or Matine, who shall have been absent at the payment of his Ship upon leave, upon any detached service, from having been taken by the enemy, or cast away, shall make application for payment of his wages in person or through his Commander, to the Commissioners of the Navy at their Board, or to any Commissioner of the Navy at any port of Great Britian where any Commissioner of the Navy may be and reside, such Commissioner or Commissioners shall cause the Ship's books, or extracts or lists made from the same, to be sent to whichever of the above places the party may be, and the wages forthwith to be paid: But if his ship shall not be paid, and he shall be left behind upon any detached service, when it proceeds to sea on foreign service, tickets, upon application from the captain of the ship on board of which he shall be ordered to serve, shall be made out from the Muster-books, but which shall not be payable until such ship shall come in course of payment, or until he shall be regularly discharged therefrom.—When the Pay-books are closed, tickets shall, upon application, be made out at the Navy Office to the Inferior Officers, Seamen, and Marines, who shall not have received their wages, and such tickets shall be paid in course once a month.
- 32 Geo. III. ch. 33.
31 Geo. II, ch. 10.

IV.

- 32 Geo. III, ch. 34. Every Petty Officer, Seaman, or Marine, who shall be in any way discharged from any Ship, shall receive from his Captain or Commander, a certificate of his time and service, (blank copies of which certificates shall be issued to all Captains and Commanders, by the Commissioners of the Navy, when they shall demand the same); and no Inferior Officer, Seaman, or Marine, shall receive any wages, nor shall such wages be paid to his order, or to his power of attorney, or to his heirs or executors, unless such certificate be produced, or unless he shall be identified by a commissioned or warrant officer who belonged to the Ship at some part of the time of his service; and if he shall have been taken by
- 32 Geo. III, ch. 67.

by the enemy, or cast away, he shall not be paid his wages, unless he shall have appeared to have entered again on board of a King's Ship, in a reasonable time thereafter, or unless, in any of these cases, he shall shew a reasonable cause for not complying with such directions, that shall be admitted as such by the Commissioner comptrolling, and the Clerk of the Treasurer then paying; and wages due to any person who shall be marked ^{32 Geo. III.} upon the Ship's Books to have run from the service, shall not be payable, unless such ^{ch. 34.} mark shall be taken off by order of the Commissioners of the Navy.

V.

Every Inferior Officer or Seaman who shall be turned over when at a port of Great ^{31 Geo. II.} Britain where a Commissioner of the Navy may be, shall be paid for the Ship from which ^{ch. 10.} he shall be so removed, before that into which he shall go proceeds to Sea, unless it shall be otherwise directed by special order from the Admiralty, in cases of the greatest exigency only, in which case the wages shall be paid as soon as such ship shall come again into any port in Great Britain where there shall be a Commissioner of the Navy.

VI.

When any Inferior Officer, Seaman, or Marine, shall be removed from one Ship to ^{32 Geo. III.} another while abroad, or at any place where no Commissioner of the Navy shall be and ^{ch. 33.} reside, he shall receive a remove-ticket for the time that he shall have served in the Ship from which he shall be turned over, which shall not be saleable or transferrable, but for which he may receive payment by applying in person at any one of the Pay-offices in London, Portsmouth, Plymouth, or Chatham, provided he shall appear to have regularly entered, and to have been three times mustered in the Ship into which he was turned over, or appear upon the Books to have been regularly discharged therefrom.

VII.

If he shall be discharged from his ship unserviceable at home or abroad, or be sent ^{32 Geo. III.} sick into any hospital or sick quarters at home or abroad, he shall receive from his Captain ^{ch. 33.} or Commander a ticket in like manner; and if, after being received into any such hospital or sick quarters, he shall be discharged unserviceable therefrom, he shall also receive from the Agent of such hospital a certificate of his discharge; and upon presenting such ticket and discharge from such hospital, at any of the pay offices above-mentioned, together with a certificate of his having received no wages for his services in his passage home, if he shall have come home in a packet or merchantman, he shall receive payment thereof, and shall be

be sent by the Commissioner to the nearest hospital, where he shall be received and victualled from the time of presenting his tickets till he be paid; and if he shall be or arrive in any other part of Great Britain or Ireland, he shall present his tickets and certificates to any Collector of the Customs, Collector of the Excise, Receiver General of the Land Tax, or Clerk of the Check, who may be or reside at that place; and the said Collector, Receiver, or Clerk of the Check, being satisfied as to his identity, shall forward the said tickets and certificates to the Commissioners of the Navy in London, who will return a bill for the amount of the wages due thereon, and which bill shall be payable by such Collector or Receiver, in the manner more particularly described in the ninth clause of this abstract; and if any such remove tickets should unavoidably be lost or destroyed, the party shall receive payment upon the duplicate of the same which shall have been sent to the Navy Board by the Commander of the Ship for which it was made out; and if both parts shall be so lost or destroyed, the party, or his heirs, shall be entitled to receive whatever should be due to them upon other tickets to be made out from the muster books, or upon the ship's books, if the ship shall then be paid for the time. If the Petty Officer, Seaman, or Marine, who shall have been sent sick, as aforesaid, to any hospital or sick quarters, shall be discharged therefrom, to return to his ship, he shall leave his ticket with the agent; but if he shall be discharged to go on board any other ship, he shall carry his ticket with him, but which shall not be payable until the ship into which he shall go shall come in course of payment, or until he shall be discharged therefrom; and when such Petty Officers, Seamen, and Marines, shall be at any time sent sick on shore, the agent of the hospital, or sick quarters, shall make out a list containing their names and numbers at which they stood in the ship's books, to which he shall procure the signature of the Officer who conducted them on shore, and as soon afterwards as possible that of the Captain or Commander of the ship from which they were sent.

VIII.

31 Geo. II,
ch. 10.
extended by
32 Geo. III.
ch. 33.

When any Inferior Officer, Seaman or Marine, shall die on board of any ship in the service of His Majesty, a dead ticket shall be transmitted by the first opportunity to the Commissioners of the Navy for the wages due to such Officer, Seaman, or Marine, as also annexed thereto a list or Bill for the value of the cloaths and effects (if any) which he may have left; and the said Commissioners shall assign the same for payment within one month from the time from which they shall receive it, and upon application cause it to be delivered for the benefit of the heirs or executors of the party.

IX.

As often as any ship which shall not be in a port of Great Britain, or on the coast thereof, shall have twelve calendar months wages due, the Captain or Commander shall cause the names of all the Inferior Officers, Seamen, and Marines to be called over, and each to answer to his name, and shall do the same at the end of every six months when twelve calendar months wages or more shall be due; and if any such Officer, Seaman, or Marine, shall then declare or deliver in writing the name and place of abode of his Wife, Father, Mother, Grandfather, Grandmother, Brother, or Sister, and desire that the whole or any part of his wages then due, except the wages due for the last six months, should be paid to any such relation by any Receiver-general of the Land Tax, of the Customs, Collector of the Excise, or Clerk of the Check in Great Britain, or by any Revenue Officer in Ireland, the Captain or Commander is strictly required to cause four lists to be made out of the person so desiring to make such remittances, and shall transmit such lists by the first safe opportunity, without delay, to the Commissioners of the Navy at their Board; who, on Receipt thereof, shall immediately make out two bills, if payment is required to be made in Great Britain, or two certificates if to be made in Ireland, for the payment of the wages so allotted by each person, one of which bills or certificates shall be sent to the persons respectively specified in such lists, and the other to such Receiver, Collector, or Clerk of the Check, or Commissioners of the Revenue in Ireland; and if the person to whom any such bill is sent shall, within six months from the date thereof, produce and deliver the same to such Receiver, Collector, or Clerk of the Check, together with a certificate that such person is the Wife, Father, Mother, Grandfather, Grandmother, Brother, or Sister as the case may be, of such Officer, Seaman, or Marine respectively, under the Hand of the Minister and Churchwardens, or in Scotland of the minister and two elders of the parish where such person was married or resides, such Receiver, Collector, or Clerk of the Check, upon being satisfied of the truth of such certificate by examining the party upon oath or otherwise, is immediately, without fee or reward, to pay the sum mentioned in such bill, taking a receipt; and such bill or such certificate, together with the duplicate thereof, being produced at the Navy Office, shall be immediately assigned for payment by the Commissioners of the Navy, and repaid by the Treasurer of the Navy to such Receiver, Collector, or Clerk of the Check, or to the Commissioners of the Revenue in Ireland, or their order respectively; but if payment of the said bill be not demanded of such Receiver, Collector, or Clerk of the Check, and the duplicate of the said bill, together with a proper certificate, be not produced and delivered to them respectively within six months from the date thereof, the bill or certificate is to be returned and cancelled, and the sum contained therein

is

31 Geo. III. ch.
10, extended
by 32 Geo. III.
ch. 33, and by
32 Geo. III.
ch. 67.

is to become payable to such Inferior Officer, Seaman, or Marine when the ship shall be paid.

X.

31 Geo. II. ch. 10, extended to Marines by 32 Geo. III. ch. 33; to heirs and creditors by 32 Geo. III. ch. 34; and to Ireland by 32 Geo. III. ch. 67. In like manner when wages shall be due to Inferior Officers, Seamen, or Marines, who shall have been discharged unserviceable, or to the heirs or executors of Inferior Officers, Seamen, or Marines, or to those who shall administer as their principal creditors, and who in either case shall not be in London, or at any of the out-ports where Seamen's wages are paid; or when wages shall be paid at the Pay Office, or at any of the out-ports, and any Inferior Officer, Seaman, or Marine, shall be desirous to remit the whole or part of his wages to himself, his Wife, Children, or Parents, or to any other person, and to have a bill or certificate for the same drawn upon any such Receiver-General, Collector, or Clerk of the Check, or Commissioners of the Revenue in Ireland, then, and in each of these cases, two bills or two certificates are to be made out, one of which is to be delivered to such Officer, Seaman, or Marine, or sent or delivered to such heir, executor, or creditor, and the other to be sent to such Receiver, Collector, or Clerk of the Check, or to the Commissioners of the Revenue in Ireland, who shall pay or cause to be paid immediately the sum therein mentioned, without any fee or reward, and who shall be repaid by the Treasurer of the Navy, and shall return the bill, if unpaid after six months, in the manner directed by the former clause.

XI.

31 Geo. II. ch. 10, extended to Marines by 32 Geo. III. ch. 33; and to heirs and creditors by 32 Geo. III. ch. 34. If any Receiver, Collector, or Clerk of the Check, shall not have in his hands money to answer any bill or certificates tendered by the party in whose favour the same is made out, and shall refuse or delay the immediate payment thereof, he is to indorse on such bill or such certificate the cause of his refusal or delay, and appoint for payment some day within one month after such tender; and if upon complaint to the Commissioners respectively appointed to manage the Land Tax, Customs, or Excise, or to the Commissioners of the Navy, or the Commissioners of the Revenue in Ireland, respectively, it shall appear that any such Receiver, Collector, or Clerk of the Check hath unnecessarily and wilfully refused or delayed payment, or that he, or any person employed by or under him, hath taken any fee, reward, gratuity, discount or deduction on account of payment of any such bill or such certificate, such Commissioners may fine such offender in any sum not exceeding fifty pounds.

XII. Every

XII.

Every Officer or Seaman who shall be turned over from one ship to another, shall not serve or be rated in a worse quality or lower degree than he served in or was rated for in the former ship. 31 Geo. II. ch. 10.

XIII.

Every supernumerary man serving ten days in any ship shall be borne for and entitled to his wages upon the books of such ship, and to all other benefits, as if he was part of the complement of such ship; but men lent from one ship to another shall continue to be borne for and entitled to their wages upon the books of the Ship from which they were lent, until they shall be regularly discharged from thence, and in no other. Ditto.

XIV.

Any Inferior Officer, Seaman, or Marine, who shall be desirous to execute a will or a power of attorney, and shall at that time belong to any ship, must execute the same on board of such ship, unless he should be at sick quarters. 26 Geo. III. ch. 63, extended to Marines by 32 Geo. III. ch. 34.

If made on board, it must be attested by the Commanding Officer, and one other Signing Officer belonging to the ship, and must specify the number at which the maker stands rated upon the ship's books; if at sick quarters, it must be attested by the agent, and must specify his number. Ditto. Ditto.

If he shall have been discharged the service, and shall be within the bills of mortality of the cities of London and Westminster, his will or power must be attested before the Inspector or his Assistant at the Navy Pay Office in London. Ditto. Ditto.

If he shall be at Portsmouth, Plymouth, or Chatham, or within seven miles of either of these places, his power must be attested by a Clerk of the Treasurer of the Navy at such place. 32 Geo. III. ch. 34.

If he shall be in any other place in Great Britain or Ireland, his will or power of attorney must be attested by the minister and two churchwardens, or two elders of the parish where he shall be at the time of executing the same. 26 Geo. III. ch. 63.

26 Geo. III. All wills and powers of attorney made by inferior Officers, Seamen, or Marines, must
ch. 63. contain the full description of the residence, profession or business of the person who shall be therein appointed attorney or executor, and also the name of the ship to which such Officers, Seamen, or Marines last belonged; and if made on board, or at sick quarters, the number at which their names stood on their respective Ship's Books; every letter of attorney must be declared in the body thereof to be revocable.

32 Geo. III. A certificate of discharge must be produced to whoever shall attest any will or power
ch. 34. of attorney made on shore by inferior Officers, Seamen, or Marines, and forwarded to the Inspector with such will or power, or a reason must be given for the same not being produced, which shall be noted on the back of the will or power, and must be admitted as satisfactory at the Pay Office before a check can be issued.

26 Geo. III. All powers of attorney and wills made by Inferior Officers, Seamen, and Marines, must
ch. 63; *extended to Marines by 32 Geo.* be delivered to those who attest them, who are directed to forward them immediately to the Treasurer, or to the Paymaster of the Navy at the Pay Office in London, to be there
III. ch. 34. kept as vouchers; and as soon as they are ascertained to be authentic, by investigation

to be made at such office (for which purpose the Inspector shall have free access to all Pay and Muster Books of Ships, and to all Hospital Returns), checks in lieu of the same will be issued to the parties named as attornies or executors, that shall be to them the same as the original powers of attorney and wills. All wills and powers of attorney, made by
32 Geo. III. Inferior Officers or Seamen, prior to the first day of August one thousand seven hundred
ch. 34. and eighty-six, or by Marines prior to the first day of August one thousand seven hundred and ninety-two, must be sent to the Navy Pay Office in London, where they must be examined and approved of, and stamped by the Inspector before any payment of wages or other allowances, can be made upon them.

XV.

Ditto.

Inferior Officers, Seamen, or Marines, may grant orders instead of powers of attorney, in cases where the wages due and payable to them for their services do not exceed seven pounds, but which orders must be witnessed by the Commander, or by a signing Officer or Lieutenant on board of the Ship where such service was performed, and the same, accompanied by a certificate from such Officer, must be submitted for inspection at the Pay Office in London, where (if found just) it will be stamped for payment.

XVI. All

XVI.

All Lieutenants are directed to sign their names upon some page of every Muster-book, *32 Geo. III. ch. 34.*
in order that their signatures may be known to the Inspector at the Navy Pay Office; all
Captains or Commanders are directed to specify upon every such Muster-book which of *26 Geo. III. ch. 63.*
the men have granted wills or powers since the preceding return. *32 Geo. III. ch. 34.*

And all Officers in the Navy, and other Officers under Government, are directed to *32 Geo. III. ch. 67.*
grant the certificates, attest the vouchers, and act in other respects as shall be necessary on
their part to fulfil the intent and meaning of the respective instructions and requisitions
set forth and made in this abstract.

XVII.

All wills, letters of attorney, and orders, other than made agreeable to the aforesaid *26 Geo. III. ch. 63.*
directions, made by Inferior Officers, Seamen, or Marines, and all bargains, bills of sale,
and assignments concerning the wages or allowances of money due, growing or to grow *31 Geo. II. ch. 10.*
due to any Inferior Officer, Seaman or Marine, shall be null and void. Assignments made *32 Geo. III. ch. 33.*
by Commissioned and Warrant Officers shall be good and valid, provided they shall be
made general, and for a certain specified sum: and the Treasurer of the Navy, or Per-
sons paying for him, shall pay all wages or other allowances due to such Officers upon
such assignments, until the sum specified in the same shall be duly satisfied; and in cases
where more than one assignment shall be produced, the Treasurer, or persons paying for
him, shall pay upon them and satisfy them according to the priority of their dates, but
he or they so paying shall take no notice whatever of any assignment made by any
Officer, unless the same shall be exhibited and be accompanied with the necessary certifi-
cates and papers, at the time when payment shall be demanded to be made thereon; and
the said Treasurer, or persons paying for him, shall not take notice of any power of
attorney, or any check of any power, unless such power or checks shall be presented at
the time of payment; and if two or more powers or checks shall be presented at the
same time, Payment shall be made to that which bears the latest date.

XVIII.

British Governors, Ministers, and Consuls, residing at foreign parts, or, where no such *32 Geo. III. ch. 83.*
are present, any two British Merchants are required to provide for seafaring men and boys,
subjects of Great Britain, who by shipwreck, capture, or other unavoidable accident,

shall be in foreign parts, or who shall be discharged there as unserviceable from the Royal Navy, and subsist them at nine-pence *per diem* each, and send them home as soon as conveniently may be, in any Ship belonging to the Royal Navy, or in any Merchant Ship.

XIX.

32 Geo. III. Masters of Ships shall be allowed nine-pence *per diem* for all such men and boys as
ch. 33. shall exceed their complement.

XX.

Ditto. Inferior Officers, Seamen, or Marines, shall not be taken out of the service for any debt, unless such debt shall have been contracted before they entered the Navy, and shall exceed twenty pounds.

XXI.

Ditto. But Creditors may file a common appearance so as to entitle them to proceed to judgment and outlawry, and to have an execution thereon, except against the bodies of such Seamen.

XXII.

31 Geo. II. Receivers of Seamen's wages taking more than sixpence in the pound shall, for every
ch. 10. offence, forfeit fifty pounds; and if any such Offender be a Clerk, Officer, or Servant in an Office belonging to the Navy, he shall lose his place, and be incapable of holding any place of profit in such office.

XXIII.

32 Geo. III. Clerks, Officers, and Servants in Offices belonging to the Navy, taking fees (not
ch. 67. allowed by the Acts of which this is an Abstract) for doing any thing directed by the said Acts, shall be subject to the same forfeitures.

XXIV.

31 Geo. II. Captains or Commanders of Ships are to transmit, from time to time, to the Commissioners of the Navy at their Board, complete pay-books, lists, and tickets, and also, once
ch. 10. in

in every two months, complete muster-books, under the penalty of forfeiting all their Wages to the chest at Chatham, and of being liable to such further punishment as a Court Martial shall inflict, except in cases of necessity, to be made appear to the satisfaction of the Lord High Admiral, or Commissioners of the Admiralty.

XXV.

The payment of tickets, certificates, or pay lists, shall not be delayed, though the muster or pay books be not regularly sent to, and received by, the Commissioners of the Navy; but if any error shall be made in any ticket, certificate, or pay list, the loss shall be made good out of the wages of the Captain or Commander by whom such ticket, certificate, or pay list, was made out.

31 Geo. III.
ch. 10.
32 Geo. III.
ch. 76.

XXVI.

Captains and Commanders who shall sail from any foreign station, before an opportunity offers of transmitting home their muster-books, lists, and tickets, shall leave them with the Naval Officer, or some respectable Merchant or other person, to be forwarded by the first opportunity.

32 Geo. III.
ch. 34.

XXVII.

Captains removed from any Ship in his Majesty's Service shall leave with his successor complete muster-books, signed by himself and the proper officers, to the date of his removal, and shall receive a receipt for the same; and the Commissioners of the Navy shall not sign his general certificate unless such receipt be produced, or unless it be made appear that the directions herein given were complied with, as far as the nature of the service would admit.

Ditto.

XXVIII.

Wages, &c. earned by an apprentice shall be paid to his master as usual, if such master shall produce the indentures at the pay table when the wages are demanded, unless such apprentice shall have been above eighteen years of age when he was indentured, in which case he may receive payment of the same himself, or unless he shall be rated as a servant to an Officer, in which case his wages shall be paid to such Officer according to the usual practice of the Navy, unless such Officer shall have been informed of such apprenticeship by the indentures having been exhibited to him.

31 Geo. II.
ch. 10. altered
by 32 Geo. III.
ch. 33.

XXIX. A

XXIX.

32 Geo. III. All months to which this Abstract of the Naval Acts relates, shall be counted and
 ch. 34. reckoned calendar months, excepting in computing the wages due to Officers, Seamen, and Marines, when each month shall consist of twenty-eight days only.

XXX.

31 Geo. III. Captains or Commanders issuing any tickets, other than such as are directed by the
 ch. 10. different Acts, of which this is an abstract, shall be subject to a penalty of fifty pounds for every ticket, and shall forfeit all their wages to the Chest at Chatham.

XXXI.

26 Geo. III. Those who claim the wages of any Inferior Officers, Seaman, or Marine, as executors, as
 ch. 63. soon as they shall be informed of the testator's death, must forward the authorities under which they so claim by the General Post, addressed to the Treasurer or to the Paymaster of the Navy, London.—Those who claim as nearest of kin must also write, when they shall be informed of the death of their relation, by the General Post, to the Treasurer or to the Paymaster, stating their pretensions to the wages which may remain due; and those who shall be entitled to claim as creditors must apply in like manner, and at the same time state in writing the nature and amount of their demand; a proof must also be produced in each of these cases of the Inferior Officer, Seaman, or Marine's death; if he shall have died after having left the service, the business will then be properly investigated at the Navy Pay Office; and if the claim be found just, the necessary expenses of administering at Doctors Commons (which are limited as *per* clause thirty-second of this Abstract) will be defrayed, and the balance will be directed to be paid to the executor or administrator, if present, and, if absent, by a remittance Bill to be made out in the manner herein-before prescribed in the tenth clause of this Abstract, and which shall be payable wherever he may reside, without any fee, reward, or deduction whatever.

3 Geo. III. Pensions due to out-pensioners of Greenwich Hospital shall be paid by bill in like
 ch. 16. and manner, in any part of Great Britain or Ireland, upon application being made by the
 extended to Ire- party in writing to the Governors of the said hospital.
 land by 32 Geo. III. ch. 67.

32 Geo. III. Those who shall be named as executors in wills, or who shall be entitled to administer
 ch. 34. as widow, next of kin, or creditor, to inferior Officers, Seamen, or Marines, may receive the wages which shall be due, without incurring the expense of taking out letters of admini-

administration, in cases where such wages and other allowances do not exceed ten pounds, provided the justness of their respective claims shall be satisfactorily ascertained at the Pay Office; and the said wages, &c. shall be remitted in like manner, if required, to any part of Great Britain or Ireland.

XXXII.

Registers of Proctors in Doctors Commons, taking more than the sums allowed by 32 Geo. III. the act to be charged in the different events therein specified, shall forfeit the sum of fifty pounds; and any Register or Proctor, aiding or assisting in procuring probates or administrations, otherwise than in the manner prescribed by the act, shall for ever be rendered incapable of acting in any Ecclesiastical Court in Great Britain, and shall, for every offence, forfeit the sum of five hundred pounds.

XXXIII.

Whoever willingly and knowingly shall personate, or falsely assume the name or character of, or procure any other to personate, or falsely to assume the name or character of, any Officer, Seaman, or other person entitled to wages, pay, allowances, or prize money, for service done on board of any ship of the Royal Navy; or the executor, administrator, wife, relation, or creditor of any such Officer, Seaman, or other person, in order to receive any wages, pay, allowances, or prize money; or shall forge or counterfeit, or procure to be forged or counterfeited, any letter of attorney, or other power or authority whatsoever, in order to receive any wages, pay, allowances, or prize money, or shall willingly and knowingly take a false oath, or procure a false oath to be taken, to obtain the probate of a will or letters of administration, in order to receive any wages, pay, allowances, or prize money, shall be guilty of felony, and suffer death; and whoever knowingly shall forge or counterfeit any certificate of discharge, or certificate of servitude, in order to entitle them to recover their own wages, or assist in doing, shall be punished as in cases of perjury.

XXXIV.

The tickets, certificates, pay lists, bills, and duplicates herein mentioned, shall be sufficient Vouchers to the Treasurer of the Navy for the payments made thereon.

XXXV.

Every part of the complement on board any of His Majesty's ships is included under the denomination of Inferior or Petty Officers and Seamen, Non-commissioned Officers of

31 Geo. II.
ch. 10. 32
Geo. III. ch.
33. 32 Geo.
III. ch. 34.
32 Geo. III.
ch. 67.
32 Geo. III.
ch. 34.

of Marines, and Marines, except those who shall be rated as follows: Admirals or Flag Officers and their Secretaries, Captains, Lieutenants, Masters, Second Masters, and Pilots, Physicians, Surgeons, Chaplains, Boatswains, Gunners, Carpenters, Pursers, Captains of Marines, Captains Lieutenants of Marines, Lieutenants of Marines, and Quarter Masters of Marines.

XXXVI.

32 Geo. III.
ch. 67.

Copies of this abstract shall be transmitted to the principal Officers and Commissioners of his Majesty's Navy, to the Commissioners for Sick and Wounded Seamen, to the Commissioners of the Excise and Customs in England and Scotland, to the Receivers General of the Land Tax, to the Registers and Deputy Registers of the Prerogative Court of Canterbury, to the Clerks of the Check of His Majesty's Dock Yards, to the Governors and Agents of the Royal Hospitals, to the Commanding Officers of the several Divisions of Marines, and to the Minister of every parish in Great Britain, who are directed to hang up and affix the same in some conspicuous part of their several Offices or Parishes, and to promulgate the same as much as may be in their respective departments. A copy of this abstract, together with the articles of war, shall also be kept hung up in the most public place of every ship of the Royal Navy, that it may be accessible to all inferior Officers and Seamen, Non-commissioned Officers of Marines, and Marines; and every Captain and Commander shall cause the same to be read over once in every month, after the articles of war are read, and the reading of the same shall be attested by the Captain or Commander and signing Officers at the foot of the muster books; to the end that every Seaman in the Royal Navy may know the punishments he is liable to for any neglect or disobedience, and the encouragement he is entitled to by the performance of his duty, and that upon suffering any injury he may be enabled to lay his complaint before the Lord High Admiral or the Commissioners of the Admiralty, who are directed to inquire into the same, and to grant redress if such complaint be justly founded, and to take especial care that this and the other acts, of which this is an abstract, be punctually carried into execution.

No. 25.

Form of a Log-Book.

H.	K.	F.	Courses.	Winds.	No. of Signal.	Remarks, &c.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance	Latitude in	Longitude in	Bearings and Distances at Noon

No. 26 and 28.

Form of Remark Book.

Time.	Place.	Remarks.
		1. Situation. <i>Latitude</i>, for this should be noted, <i>Altitude observed.</i> <i>Height of the Eye</i>, in feet, above the <i>surface of the Sea</i>, and allowance <i>minutes of a degree</i>, in the <i>Altitude</i>, for that height. <i>Refraction.</i> <i>Corrected Altitude.</i> <i>Declination used</i>, being corrected for the Meridian. <i>Longitude</i>, computed from the <i>observed</i> <i>Distance</i> of the <i>Sun</i>, or <i>Stars</i>, from the <i>Moon</i>; noting the various cir- cumstances of the Observation; also the time when; whether in <i>Port</i>? or at <i>Sea</i>? the several <i>Commissioned Of-</i> <i>ficers</i> and <i>Petty Officers</i> to be encour- aged to take these Observations. The <i>Longitude</i> by <i>Chronometer</i> should also be noted; when a <i>Chrono-</i> <i>meter</i> is on board.

Variation

Time.	Place.	Remarks.
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*Variation of the Compass, by azimuth and amplitude, * after, denoting PM, * before AM.*

If any of these are omitted, the reason of such an omission should be assigned.

2. *Directions for sailing into, or out of Ports, and for avoiding Dangers.*

Comprehending

Soundings, Sands, Rocks, Shoals, Leading-marks and Cross-marks.

If *Pilots* are necessary? and how they can be most readily procured.

3. *Marks for anchoring, &c.*

Comprehending

Best anchorage in the Ports visited, or on the Coasts adjacent.

Winds that occasion the most surf on the Beach, and Bars of Rivers and Harbours; and to describe the best places to land at with Boats, and whether Boats of the Country are absolutely necessary for landing, and how they are to be most readily

Time.

Place.

Remarks.

procured ; and what Winds are dangerous for Ships to anchor.

Roads, Bays, or other convenient Places of anchorage adjacent to the Port visited, from report.

Whether, or not? a *Fleet or Squadron* may remain in safety in tempestuous weather, to watch the motions of, or block up, the *Enemy's Ships* taking shelter in *Port*.

Tides and Currents ; The *Log* should be regularly hove at anchor, as when at Sea, using a Current Log for that purpose ; by this the *Course and Velocity* of the *Flood* and *Ebb* will be seen : the time of *beginning of Flood* ; *Slack Water* at *full-sea* ; *beginning of Ebb*, and *slack water* before *Flood*, where practicable should be noted ; These will shew whether there is any foundation for supposing the *Tide* has a *rotatory motion*, as has been alledged ; and the *direction* and *quantity* of the *Wind* should accompany every *Observation* of the *Tide*.

The *day* and *hour* when *High Water* is *actually observed*, and the *rise* of the
Tide

Time.	Place.	Remarks.
-------	--------	----------

Tide in *feet*, should be noted, without reducing it by calculation to the *days of full and change*, because *accidental circumstances* may affect the *Tide* on a particular day, *contrary* to the *general course* of the *Tides*; to this must be ascribed the *contradictory accounts* of the *time of High Water* in *different Reports*; But if an opportunity offers of observing the *Time of High Water* on the *days of full and change*, that should be especially noted: the difference of the *Rise of Tide* at *Spring* and *Neap* should be noticed; also whether the *Day* or *Night Tide* is *highest*? and whether there is any difference in *this* at *different Seasons*; distinguishing whether by *Observation* or *Report*: The direction of the *Flood Tide* is denoted by $\longrightarrow$, marking in *figures* at the point of the $\longrightarrow$, the number of miles per hour.

In *Charts* the *Current* is shewn by $\gg\longrightarrow$, of such length by scale of the *Chart*, as the *Velocity* in miles, is in the 24 hours: But in *General Charts*

it

Time.	Place.	Remarks.
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it will be proper to mark the *velocity* of the *Current* by *figures* denoting the number of miles in 24 hours.

Setting of Currents, and the *Winds* that prevail at the different seasons of the year, in and near the ports visited, and the adjacent Coasts; specifying the reasons or authorities for the opinions given thereon.

4. *Wooding and Watering.*

Best methods for *Wooding* and *Watering*, with *Marks* to know the proper places for those purposes; and whether those Articles can be furnished in such quantities, as will serve for the accommodation of a *Fleet*? and at what *Rate*?

If the *Watering-place* is commanded by *Fortifications*, it should be noticed; also if commanded by the *Vessels*.

5. *Provisions and Refreshments.*

What *Provisions* of *Wine* and other refreshments can be obtained for the Sick,

Time.	Place.	Remarks.
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Sick, or general use of *Ships of War*; upon what *terms*, and to what extent; whether sufficient for a *Fleet* or single *Ship*?

6. *Fortifications and Landing Places.*

The *Form*, *Strength*, and *Position* of *Fortifications*, their *Elevation* above the *Sea*; the number, condition and size of *Guns*; how they cover and command the *Places* where *Troops* may land; in what manner they defend *Watering-places* or anchorage, whether they are, or are not attackable by *Ships* or *Bomb Vessels*; and how the annoyance they are calculated to give to the *assailants* by *Sea* or *Land*, can be best avoided.

These *Remarks* are not only to be made in *Foreign Parts*, when they can be done without giving *offence*, or *suspicion*, but in our own settlements for the better *defence*, whilst in possession of His Majesty's *Subjects*, and for their recapture, if taken by an enemy.

Although it is not expected that
all

Time.	Place.	Remarks.
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all Officers of the Navy are qualified as *Engineers*, to judge accurately of Fortifications: yet they may describe them to the best of their judgment: and if Officers apply their thoughts to these matters, they will become better enabled to form an accurate judgment.

They will consider the *distance* and *force* of *shot* fired from *Cannon* and *Musquetry*, and the *range* of *Shells* fired from *Sea-mórtars*.

7. Trade and Shipping.

The best account that can be got of the *Trade* and *Shipping* of the *Ports* visited and wherein they consist.

What *Salutes* have passed, and how they are regulated by *Custom*.

What *Compliments* have been paid to the *King's Ships* and to his OFFICERS.

N. B. *Dock Yards* and *Men of War* to be taken particular notice of: enquiry to be made whence *Ship-timber* obtained, and its *Quality* and *Quantity*.

The

Time.	Place.	Remarks.
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The surest means, from *Enquiry*, as well as *Observation*, for making the most expeditious *passage* to such *ports* or adjacent *coasts*, respecting which any special advantage is to be derived from a due attention to the *prevailing Winds and Currents* at the different *Seasons of the Year*; specifying your *Reasons or Authorities* for the *Opinions* given *thereon*.

8. *Inhabitants.*

Religion, Government, and Disposition and Language.

The Numbers 1, 2, 3, 4, 5, 6, and 7 may be substituted for the *Heads* written at length, if it should be thought too much trouble to *write them* for *every place* visited: but no *Head* should be omitted, and *reason assigned* if not *filled up*.

You are to add *draughts* and *plans* (with proper *References* and *Explanations* to accompany them) for the illustration of the above mentioned *Remarks*, whenever the same can be done without giving umbrage or offence to the Governor or *Inhabitants* of *Places* belonging to *Powers* in friendship with the King.

By taking the *Angles* from *Mast-head* by the *Hadley*, observations necessary to form a *sketch* of the *Land* are made so much out of sight that *suspicion* would not be raised; beside,

shoals and *rocks* are much better distinguished from that *elevation* than they could be from *deck*; and the *admeasurement* of *distances* in *Foreign ports* is readily effected, without giving alarm, by the *motion* of *sound*; the *velocity* of which is 1142 *feet* in a *second* of *time*.

And whereas it has been apprehended by some Commanders of His Majesty's Ships, that while they remain in *pilot-water*, or in *places* described by COLLINS and others, they were not required to make similar Observations to those before mentioned as directed by former Instructions; You are to take notice that the same *Diligence* and *Attention* will be expected of you for correcting the *Defect* you may discover in any *Charts* or *Books* already *published* containing *Descriptions* of *Places* you may visit, and for perfecting the knowledge of Navigation already obtained concerning them: for although many *Harbours*, *Roads*, &c. on the *Coast* of *Great Britain*, or elsewhere, have been described by COLLINS and other *Coasting-pilots*; yet as many *omissions* have been *discovered*, and amendments may be made in these *Books*, it is requisite that all *Places* whatever where Ships may anchor, either on the *British*, other *European* or *Foreign Coasts*, should be noticed under the present Regulations, with the addition of such further or more correct *Remarks* as you may have opportunity at any time to make upon them; but to prevent unnecessary Repetitions the *page* of those *book*; may be referred to, and the *Descriptions* given therein *confirmed* or *amended*.

The *Book* containing the *Remarks* in the *Form* herebefore given, with such other material Observations as you have opportunity

opportunity to make, is to comprehend the *same time* as your *Journal*; and, at the end of the *Book*, an *Index of the Names of places* mentioned therein, with reference to the *page* of the *book* in which they are mentioned is to be annexed; and also the *Names of the several Ports, Roads, and other Places* where the *Ship or Vessel* under your command may have anchored, with the *days of her arrival at, and sailing from each anchorage*; and you are by the first safe conveyance after the expiration of every *six Months*, or oftener as occasion may occur, to transmit the said book to their Lordships Secretary, together with any *Drafts or Plans* which may be too large to be annexed to it; taking particular care that they are sealed up, and otherwise properly secured, to prevent their being exposed to the *Inspection of any Person*, through whose hands they may pass, before they come to this Office.

You are to countenance and encourage such Persons, as you shall find disposed and qualified for that purpose, to make similar *Surveys and Observations* for their personal *Instruction and Improvement*, though not immediately necessary.

Observations on the Qualities of

Her best Sailing Draft of Water, when victualled and stored for { Afore Ft.
Channel Service, being given this Day of 18 { Abaft In. }

Her lowest Gundeck-Port will then be above the surface of the Water,

In a Top-gallant Gale.....

In a Topsail-Gale.....

How she steers
and how she
wears and stays

Query { How she behaves
the 1st. { close haul'd, and
how many knots
she runs.

Reef Topsails.....

Under her

Courses.....

And Query, Whether she will stay under her courses

2d. { In each circumstance above-mentioned (in sailing with other ships
in what proportion she gathers to windward, and in what proportion
she fore reaches, and in general her proportion of lee-way.....

His Majesty's Ship

or as much lighter (at the same Difference) as she is able to bear Sail

or more.

3d { How she proves in sailing through all the Variations of the Wind
from its being a Point or two abaft the Beam, to its veering forward
upon the Bow-line in every Strength of Gale, especially in a stiff
Gale, and a head Sea ; and how many Knots she runs in each circum-
stance; and how she carries her Helm

4th { The most Knots she runs before the Wind ; and how she rolls in the
Trough of the Sea

5th { How she behaves in lying Too or a Try, under a Mainsail, and also
under a Mizzen ballanced.

6th What for a Roader she is, and how she careens ?

7th { If upon Trial the best sailing Draft of Water given as above should
not prove to be so, what is the best sailing Draft of Water ? } { Afore
Abaft

8th { What is her Draft of Water, when victualled to six Months, and
stored for Foreign Service } { Afore
Abaft

9th { What Height is her lowest Gundeck-Port above the Surface of the
Water ?

10th The trim of the Ship.

11th How she stands under her sails

12th The Quantities of Iron and Shingle Ballast on Board

13th { How she stows her Provisions and Water, and what Quantity of
the latter she carries, with four and six Months Provisions ; also the
Quantity of Shingle or Iron Ballast which may be put out, when she
is victualled for six Months

14th { The Weight of the Provisions taken on Board, in consequence
of being stored for the above time

Ft. In.

No. 29.

A Table shewing the quantities of Gunpowder to be used
with different natures of Ordnance on board His Majesty's
Ships in the Navy of the United Kingdom.

Cylinder Powder.		For Service.				For Salutes and Scaling.	
		With one shot being $\frac{1}{2}$ the weight of one shot.		With two shots being $\frac{1}{2}$ the weight of one shot.			
		lb.	oz.	lb.	oz.	lb.	oz.
Guns	42 Pounders	14	0	10	8	3	4
	32	10	10	8	0	2	12
	24	8	0	6	0	2	0
	18	6	0	4	8	1	8
	12	4	0	3	0	1	0
	9	3	0	2	4	0	12
	6	2	0	1	8	0	8
	4	1	5	1	0	0	6
	3	1	0	0	12	0	4
	2	0	10	0	8	0	3
	1	0	5	0	4	0	1
	$\frac{1}{2}$	0	2	0	2	0	1
Carronades	68	5	10			2	0
	42	3	8			1	8
	32	2	10			1	4
	24	2	0			1	0
	18	1	8			1	0
	12	1	0			0	12

It is recommended that the use of two shots for each round in guns should be restrained as much as possible, it having appeared from various experiments which have been made with different natures of sea service ordnance, that after firing twenty rounds

rounds repeatedly at only the interval of five minutes between each round, the gun has become so violently heated, as to render extremely hazardous to continue the firing at that rate.

It is also suggested that the rule which the Captains of Men of War have hitherto practised in reducing the charges of powder for carronades as well as for cannon, when the pieces become warm in a longer engagement, may be rigidly attended to.

The proportion of gunpowder delivered to His Majesty's Navy consisting of the following quantities, and descriptions, viz.

For Foreign Service	{ 5-7ths of Red L. G.
	{ 2-7ths of White L. G.
For Channel Service	{ 4-7ths of Red L. G.
	{ 3-7ths of White L. G.

It is to be understood the L. G. gunpowder is to be used for distant engagements, and the White L. G. gunpowder for close engagements; and that only the white L. G. gunpowder be used for scaling or salutes.

SICK TICKET.

WHEREAS we have sent on Shore the Person mentioned in the within Ticket, being afflicted with we desire that
Care may be taken to promote his Cure, and to provide him Quarters,
according to the Methods of the Navy.

	Cash.
Tickets	
Silver Knee Buckles	
Silver Shoe Buckles	
Buttons	
Rings	
Watches	
Books	
Wigs	
Caps	
Hats	
Pair of Shoes	
Handkerchiefs	
Shirt	
Pair of Stockings	
Pair of Sheets	
Trowsers	
Drawers	
Breeches	
Jackets	
Waistcoats	
Coats	
Bags	
Chests	
Beds	

HOSPITAL DISCHARGE.

He has received in Cloaths to the Value of.....£
And in Conduct Money

Witness my Hand,

Appointed to take Care of Sick and Hurt Seamen.

(Not saleable or transferable.)

Seaman, aged Years,

Feet

Inches high, of a

Complexion,

CE ()

entered on board His Majesty's

on the Day

of only one to One Thousand

Hundred and and served

until this Day of

One Thousand Eight Hundred

and in the Quality of

at which Time

he was to

Abatements to be made for

No. on the Entry Book.

Marine Necessaries . . . : . 2

Venereals

Neglect

Cloaths in Sick Quarters

Navy Slop Cloaths

Dead Mens' Cloaths

Beds

Tobacco

Wages remitted from Abroad. .

An Allot-) dated

ment { at per Month }

Two Months Advance

L

Neat Wages

Amounting to

Pounds

Shillings

and Pence.

Given under our Hands,

Captain

Master

Purser

Boatswain.

If the Person in whose Favour this Ticket is made out shall be sent sick to any Hospital or Sick Quarters at Home or Abroad, and shall afterwards return to his ship, he shall leave this Ticket with the Agent of such Hospital or sick Quarters.

If he shall be sent from such Hospital or sick Quarters to serve in any other ship, he shall carry this Ticket with him, which shall not be payable until the ship on Board of which he goes shall come in course of Payment, or until he shall be discharged therefrom.

If he shall be removed from one ship to another Abroad, he shall deliver it, when he arrives in *England*, to the Commissioners of the Navy in *London*, or to the Commissioner of the Navy residing at *Portsmouth*, *Plymouth*, or *Chatham*, who will cause Payment to be made as soon as may be, at whichever of these Places it shall be delivered.

If he shall be in any Way discharged unserviceable, he may receive Payment in the same manner at any of those Places; or if, being so discharged unserviceable, he shall be or arrive at any other Port or Place in *Great Britain* or *Ireland*, and shall be desirous to receive Payment at such Place, of this or any other Ticket which he may have, he shall apply to the nearest Collector of the Customs or Excise, or Receiver of the Land Tax, or Clerk of the Check, and shall deliver to him such Tickets, together with a Certificate of his having received no Wages for his Services during his passage, if he shall have come Home in a Packet or Merchantman; and the said Collector of the Customs, or whichever of the above Revenue Officers he shall apply to, shall transmit the same to the Commissioners of the Navy in *London*, who will forward a Bill for the Amount of the Wages, to be immediately paid to the Person entitled to them; and the said Revenue Officer shall also transmit such Person's Address, who must be identified to him by the Master of the said Packet or Merchantman, or by some other person of good repute.

N. B. The personating or falsely assuming the Name and Character of any Petty Officer, Seaman, or Marine, or procuring any other to do the same, in order to receive any Pay or Wages due, or supposed to be due, is made Felony without Benefit of Clergy, by Act 32 Geo. III. And if the Person in whose Favour this Ticket is made out, shall die before he receives Payment it is to be returned, together with any other Tickets he may have in his Possession, to the Commissioners of the Navy, *London*.

NAVY-OFFICE,

To be paid out of Money received by the Right Honourable the Treasurer of His Majesty's Navy, for the Payment of Seamen's Wages.

To the Treasurer of His
Majesty's Navy.

No. 11
If the Party shall be discharged unserviceable, be turned over to any other ship in the service of His Majesty, or be sent sick, and do not return to his ship, the Captain or Commanding Officer is to send a Duplicate to the Commissioners of the Navy, in *London*, by the first safe Opportunity hereafter.

Or any Captain or Commanding Officer, who shall have such Duplicate in his Possession, upon his Arrival in *England* is immediately to forward it to the Commissioners of the Navy, in *London*.

NAVY-OFFICE,

To be paid out of Money received by the Right Honourable the Treasurer of His Majesty's Navy, for the Payment of Seamen's Wages.

To the Treasurer of His Majesty's Navy.

These are to certify that _____ Surgeon of _____
do hereby maketh oath, that the time of entry and discharge, death,
, of all the men named in the annexed account, between the
_____ and the _____ are right and true, and that none of
people have been kept a day longer under cure than was neces-
sary for the recovery of their health and cure of their wounds, nor
discharged a day sooner than he judged them fit to return to their
duty, to the best of his knowledge and belief, except the persons
named and numbered in the margin, the reasons whereof are noted
against their respective names.

voluntarily maketh oath, that the time of entry and discharge, death, and run, of all the men named in the annexed account, between the _____ and the _____ are right and true, and that none of the said people have been kept a day longer under cure than was necessary for the recovery of their health and cure of their wounds, nor discharged a day sooner than he judged them fit to return to their duty, to the best of his knowledge and belief, except the persons named and numbered in the margin, the reasons whereof are noted against their respective names.

No. 32.

180

Mr. Surgeon of His Majesty's Ship
Bought of
at

Received of Mr. Surgeon of His Majesty's Ship
the Sum of pounds
shillings and pence being the amount of the bill for
as above.

Witness.

£ Sterling His Majesty's Ship at 180

Thirty days after sight, of this my first Bill of Exchange (second
and third of the same tenor and date not paid) pay to Mr.
or order the sum of pounds
shillings and pence sterling, being for for the
use of the sick on board the said Ship.

To the Commissioners for Sick and } Surgeon
Wounded Seaman. } Approved Captain.

We whose Names are hereunto subscribed being two of the
principal merchants of the place, do certify, that the prices of the
articles mentioned in the bill on the other side hereof are the lowest
market prices at the place.

Given under our hand at the 180

These are to certify that the
mentioned in the bill on the other side hereof were purchased by my
Order, and were actually received on board His Majesty's Ship
for the use of the sick on board.

Given under my hand on board His Majesty's Ship
at 180

No. 33.

A Scale of the Proportions in which Surgeons' Necessaries are supplied to His Majesty's Ships and Vessels for the use of the Sick on Board.

Articles.	Three Months Supply.		
	Boxes.		
	Double 100 Men.	Single 50 Men.	Half Single 25 Men.
New Linen	6 Yards	3 Yards ..	1½ Yard ..
Welsh Flannel	4	2	1
Tea	4½ lb.	2¼ lb.	1½
Sago	4	2	1
Rice	8	4	2
Barley	16	8	4
Soft Sugar	32	16	8
Ginger	2 oz.	1 oz.	½ oz.
Saucepans	1 No.	1 No.	1 No.
Cannisters for Sago	1 No.	1 No.	1 No.
Ditto for Tea	1 No.	1 No.	1 No.

Barley is not sent either to the Mediterranean or the West Indies. The Sick and Wounded Board's Officers supply Macaroni in the Mediterranean, and Arrow Root in the West Indies in lieu thereof.

N. B. When Ships are on Foreign or other Stations where there may not be depôts of the above Stores in charge of an Officer of the Sick and Wounded Board; Surgeons are permitted to purchase Necessaries on obtaining an Order from their Captain or Commanding Officer for that purpose, not exceeding in value the rate of two pence per Man per Month.

No. 34.

His Majesty's Ship

18

Sir,

Please to supply His Majesty's Ship
with the under-mentioned Fresh Provisions for Victualling
Sick Seamen on board the said Ship, viz.

Approved

Surgeon.

Captain

To Mr. Agent
of the Naval Hospital,
at

Received the

the above articles, viz.

Surgeon.

N. B. In the Receipt is to be inserted
in words at length the respective articles
and quantities received.

No. 35.

No. 35.

Form of a Sick Book in which the Surgeons of His Majesty's Ships
or Vessels are daily to present to the Captains or Commanding
Officers a List of Patients under Cure.

Names	Quality	Disease or Wound	When put on Sick List	When put off Sick List	How disposed of

No. 36.

Dr. James Carmichael Smyth's Method of fumigating with Nitrous Acid.

Such a number of pipkins as may be necessary, are to be two-thirds filled with sand previously heated. In this heated sand is to be immersed a gallypot, into which is to be poured one measure of Concentrated Vitriolic Acid (when it has acquired some degree of heat; a measure of the pure Nitre in powder, is then to be gradually added, and the mixture stirred with the glass spatula, until the vapour arises in considerable quantity. The pipkins are then to be carried to every part of the Ship, where foul air is suspected to lodge.

No. 37.

No. 37.

FORM of List to be made out of Men who have received
Wounds or Hurts.

Ship's Name.

[illegible]

The Surgeon is at the Payment of the Ship to make out a general Account of the Smart Tickets issued, with an Account of the Number received, at what time, and what remain unissued, which he is to deliver to the Commissioner, if paid at an out-port, or to take to the Navy-Office, if paid in London; many with the officers names forged, having been produced to the Governors of the Chest.

3 Y 2

Medical and Surgical Journal of His Majesty's
and the during which Time the said

between the
has been employed in

Mens' Names, Ages, Qualities, Time when and where taken ill.	The History, Symptoms, Treatment, and daily Progress of the Disease or Hurt.	When discharged to Duty, Died, or sent to the Hospital.
Dr. James Cameron	Wounds of the	
	Wounds of the	
	Wounds of the	

Abstract of the preceding Journal, being a Summary of all the Cases
contained therein.

Nature of the Disease or Hurt.	Put on the Sick List	Discharged to Duty.	Sent to the Hospital.	Died on Board.	Invalided.	
					Harbour Duty.	Unservice- able.
Continued Fevers						
Fluxes						
Scurvy						
Ulcers						
Wounds & Accidents						
Rheumatism						
Pulmonic Inflamma- tion						
Intermittent Fevers ..						
Other Complaints						
Total						

GENERAL REMARKS.

Weekly Return of the Sick and Wounded in His Majesty's Ship
between the Day of and the Day of employed in

Disease.	No. on the Sick List.	Confined to Bed	No. added to the List last Week.	Sent to the Hos- pital last Week.	Dischar- ged to Duty last Week.	Dead.	Objects for Survey.	Invalided	
								Harbour Duty.	Unser- viceable.
Intermittent Fevers									
Continued Fevers									
Catarrhs									
Pneumonic Inflamm.									
Phthisis Pulmonalis.									
Rheumatism									
Venereal Disease									
Scurvy									
Ulcers									
Wounds & Accidents									
Other Complaints.									
Total.									
ASSISTANT SURGEONS.									
Names and Quality.		Qualification.			By whom appointed				

Account of the Receipt and Expenditure of Medicines and other Articles on

Names of Medicines, &c.	On charge the	Received since						Total	Expen- diture.	Returned into Store.	Remains per survey the 180		
		At 180		At 190		At 180							
		lb.	oz.	dr.	lb.	oz.	dr.					lb.	oz.	dr.	lb.	oz.	dr.
<i>Medicines and Utensils.</i>													
Acid. Vitriol. dilut.													
Adip. Suillæ p. p.													
Aloes Socotrine													
Antimon. Tartar.													
pulv.													
Ac. Litharg. Acet.													
Argent Nitrat.													
Calomel													
Camphor													
Cera flav.													
Cerat. Lap. Calam.													
Cerus Acetat.													
Cinchon pulv.													
Confect. Aromat.													
Crem. Tart. p.													
Creta p. p.													
Caprum Vitriol													
Digital pur pulv.													
Emplast. Cantharid.													
Cera C.													
Litharg													
comp.													
cum Hydr.													
Extract. Colocynth c.													
Flor. Chamœmel.													
Sulph.													
Gum. Ammon. gutt.													
Arab.													
Guaïac.													
Hydrarg. Nit. rub.													
Muriat.													
Jalap. pulv.													
Ipecac. pulv.													
com.													
Kali p. p.													
Liq. vol. C. C.													
Magnes Vitriol.													
Alb.													
Mel. Acetat.													
Natron Vitriol.													
Nitr. purif.													
Ol. Lini.													
Menth pip.													
Olivar.													
Ricini													
Terebinth													
Opium													
Ras Quassiae													

Note. The Surgeon is to pay every possible attention to the preservation of the different Packages : those of Concentrated Vitriolic Acid and the Lemon Juice, as well as the different Cases, &c. are Articles of considerable expence, and must be duly accounted for previous to Certificates being granted to enable them to receive their Pay ; they are to be delivered to the Agents of the Board of Sick and Wounded, in the same manner as the other remains.

The quantity of Wine, over and above the Ship's Allowance, received and issued during the period of this Account, is to be duly noted in this Account.

When the remaining Medicines and Articles are delivered to a Successor, he is desired to sign a Receipt for them as under,

Received the 180 of Mr.

my Predecessor, the remaining Articles mentioned in the abovesaid Account.

No. 41.

List of Merchant Ships and Vessels under the Convoy of
A. B.

[illegible]

No. 42.

Form of List for Prisoners landed.

List of Prisoners discharged from the , under my Command
this Day of 18 , to the Prison at

Prizes Names	Man of War, Merchant Ship, or Privateer	Of what Nation	Prisoners Names	Quality	Day when last victualled on board the

No. 43.

At the Court at the Queen's Palace,

The 19th of July, 1804,

PRESENT,

The King's Most Excellent Majesty,
in Council,

WHEREAS there was this Day read at the Board, a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 12th of this instant, in the words following, viz.

“ Having taken into our consideration the state of Your Majesty's Corps of Royal Marines, and finding that, notwithstanding the encreased Bounties which have been offered to Recruits, the Corps is at this time about six thousand Men short of its establishment, and little or no prospect of speedily completing it; We are of opinion that the enlisting Boys of certain ages, though it will not immediately relieve the exigency of the moment, may nevertheless be likely to furnish hereafter a supply of efficient Recruits; and we do therefore most humbly propose to your Majesty that we may be authorised to give the
necessary

necessary orders for enlisting into the said Corps stout Boys of a promising appearance, between the ages of thirteen and sixteen Years, from five feet to five feet two inches high ; That they shall be allowed a Bounty upon their final approval at Head Quarters, or by the superintending Field Officer of a Recruiting District, sufficient for their equipment, but not exceeding half the Bounty allowed to Recruits in general ; That they shall be allowed pay at the rate of sixpence per day, and be embarked on board Your Majesty's Ships as soon as possible after joining Head Quarters, in the proportion of one to eight of the party established for a Ship of each class ; That their names be entered on the Ship's Books immediately after the detachment ; That they shall in every respect have the same attention paid to their Dress and Discipline by the Officers and Non-commissioned Officers of the detachment as the regular party ; and that when such Boys shall have attained the age of seventeen years, and are of the stature prescribed by the Recruiting Instructions, the Captain of the Ship on board of which they may be embarked, judging them capable of performing the duty of an efficient Marine, shall with the concurrence of the senior Officer of Royal Marines of such Ship, cause them to be then brought upon the effective strength of the Detachment, giving due notice thereof to the Commanding Officer of the Division.

And we further humbly propose to Your Majesty that we may be also authorized to form such Rules and Regulations from
time

time to time, for the due government and clothing of the said Boys, as to us may appear necessary."

His Majesty having taken the said memorial into his Royal consideration, was pleased by and with the advice of His Privy Council, to approve of what is therein proposed, and His Majesty doth hereby accordingly authorize the Lords Commissioners of the Admiralty to give the necessary orders for enlisting into His Majesty's Corps of Royal Marines, stout boys of a promising appearance, between the ages of thirteen and sixteen years, from five feet to five feet two inches high; And His Majesty doth hereby order, that they be allowed the Bounty, and also the pay to the amount, and in the manner proposed by the said memorial, and be subject to all the regulations therein proposed.

And His Majesty with the advice aforesaid, is pleased to authorize (and doth hereby authorize) the said Lords Commissioners to form such rules and regulations, from time to time, for the due government and clothing of the said boys, as to the said Lords Commissioners may appear necessary.

STEPHEN COTTRELL.

No. 44.

Division. { A Detachment of Marines ordered to embark on Board His Majesty's Ship the

[illegible]

No. 45.

Demand for Clothing for a Party of Marines serving on Board His Majesty's
Ship for Commander, at

[illegible]

To The Storekeeper of His Majesty's Dock Yard at A. B. Captain,
C. D. of Marines.
Received the above Clothing, agreeable to the Demand.
C. D. of Marines.

Receipt of Clothing for the Party of Marines serving on board His Majesty's Ship _____ Commander, at _____ for _____ 18____

[illegible]

The Honourable the Commissioners
of His Majesty's Navy.

I do hereby certify, that the above-mentioned Men were supplied with the Clothing against their Names expressed for 18

A. B. Captain.

Division. A Monthly Return of Marines on board His Majesty's Ship the

[illegible]

FORMS

REFERRED TO IN SECTION IX.

CONTAINING

INSTRUCTIONS

CHIEFLY RELATING TO THE

PURSER.

No. 1.

Form of a Tobacco List.

AN ACCOUNT of Tobacco issued to the Company of His Majesty's Ship
Purser, between the 1st of January, 18
and the 31st December, 18

[illegible]

THE Lists are to correspond with the time of the payment of the Ship, and Tobacco issued to the Supernumeraries for Wages; and it should be noted against the Men's Names, when, and to what Ships discharged, in order to their being traced, that the Purser may be allowed the same.

[illegible]

These are certify that the foregoing is a just and true account of the savings or short allowance due to the Company of His Majesty's Ship between the and the amounting to

Bread.....	Pounds	at 0 1½	per lb.	£
Wine	Gallons	1 0	per gallon	
Spirits.....	Gallons	2 0	per gallon	
Beef, including flour, &c, }	Pieces of 8lbs.	1 6	per 8lb. piece	
Pork	Pieces of 4lb.	1 2	per 4lb. piece....	
Sugar	Pounds	0 4	per pound	
Butter	Pounds	0 4	per pound	
Cheese.....	Pounds	0 2	per pound	

Total £

The value whereof, at the prices settled for the payment of the same, amounts to pounds shillings and pence

Purser

Purser's Steward.

These are to certify that the foregoing amount of monies due for the savings or short allowance of provisions was actually paid to the respective persons, as therein expressed, in our presence ; and that we have every reason to believe the same is a just and true Account.

Captain
Master.

These are to certify, that the Purser of His Majesty Ship the _____ under my command, has delivered to me two accounts, of the same tenor and date with this, regularly signed; one of which I shall immediately send to the Commissioners of the Victualling, and preserve the other for the passing of my accounts.

Captain.

Wine	10 Gallons	10
Beer	10 Gallons	10
Port	10 Gallons	10
Sugar	10 Pounds	10
Butter	10 Pounds	10
Cheese	10 Pounds	10
Flour	10 Pounds	10
Peas	10 Pounds	10
Beans	10 Pounds	10
Lentils	10 Pounds	10
Onions	10 Pounds	10
Potatoes	10 Pounds	10
Apples	10 Pounds	10
Pears	10 Pounds	10
Oranges	10 Pounds	10
Lemons	10 Pounds	10
Tea	10 Pounds	10
Coffee	10 Pounds	10
Spices	10 Pounds	10
Herbs	10 Pounds	10
Fruit	10 Pounds	10
Vegetables	10 Pounds	10
Meat	10 Pounds	10
Fish	10 Pounds	10
Birds	10 Pounds	10
Eggs	10 Pounds	10
Milk	10 Pounds	10
Yeast	10 Pounds	10
Soap	10 Pounds	10
Candles	10 Pounds	10
Oil	10 Pounds	10
Wax	10 Pounds	10
Iron	10 Pounds	10
Copper	10 Pounds	10
Lead	10 Pounds	10
Brass	10 Pounds	10
Steel	10 Pounds	10
Gold	10 Pounds	10
Silver	10 Pounds	10
Perfumes	10 Pounds	10
Drugs	10 Pounds	10
Medicines	10 Pounds	10
Books	10 Pounds	10
Stationery	10 Pounds	10
Tools	10 Pounds	10
Weapons	10 Pounds	10
Uniforms	10 Pounds	10
Shoes	10 Pounds	10
Hats	10 Pounds	10
Gloves	10 Pounds	10
Stockings	10 Pounds	10
Underclothes	10 Pounds	10
Outerclothes	10 Pounds	10
Trunks	10 Pounds	10
Cases	10 Pounds	10
Boxes	10 Pounds	10
Barrels	10 Pounds	10
Casks	10 Pounds	10
Drums	10 Pounds	10
Flags	10 Pounds	10
Colours	10 Pounds	10
Emblems	10 Pounds	10
Seals	10 Pounds	10
Keys	10 Pounds	10
Locks	10 Pounds	10
Doors	10 Pounds	10
Windows	10 Pounds	10
Floors	10 Pounds	10
Walls	10 Pounds	10
Roofs	10 Pounds	10
Foundations	10 Pounds	10
Structures	10 Pounds	10
Buildings	10 Pounds	10
Streets	10 Pounds	10
Squares	10 Pounds	10
Plazas	10 Pounds	10
Parks	10 Pounds	10
Gardens	10 Pounds	10
Fields	10 Pounds	10
Mountains	10 Pounds	10
Valleys	10 Pounds	10
Rivers	10 Pounds	10
Lakes	10 Pounds	10
Oceans	10 Pounds	10
Seas	10 Pounds	10
Coasts	10 Pounds	10
Islands	10 Pounds	10
Peninsulas	10 Pounds	10
Straits	10 Pounds	10
Canals	10 Pounds	10
Harbours	10 Pounds	10
Ports	10 Pounds	10
Ships	10 Pounds	10
Boats	10 Pounds	10
Galley	10 Pounds	10
Kitchen	10 Pounds	10
Storehouse	10 Pounds	10
Quarters	10 Pounds	10
Chapel	10 Pounds	10
Library	10 Pounds	10
Office	10 Pounds	10
Captain's Cabin	10 Pounds	10
Commodore's Cabin	10 Pounds	10
Surgeon's Cabin	10 Pounds	10
Quartermaster's Cabin	10 Pounds	10
Boatman's Cabin	10 Pounds	10
Gunpowder Magazine	10 Pounds	10
Armoury	10 Pounds	10
Blacksmith's Shop	10 Pounds	10
Woolwash	10 Pounds	10
Barbershop	10 Pounds	10
Shoemaker's Shop	10 Pounds	10
Wine Merchant's Shop	10 Pounds	10
Goldsmith's Shop	10 Pounds	10
Druggist's Shop	10 Pounds	10
Stationer's Shop	10 Pounds	10
Toolmaker's Shop	10 Pounds	10
Weaponmaker's Shop	10 Pounds	10
Uniformmaker's Shop	10 Pounds	10
Shoemaker's Shop	10 Pounds	10
Hatmaker's Shop	10 Pounds	10
Gloveseller's Shop	10 Pounds	10
Underclotheseller's Shop	10 Pounds	10
Outerclotheseller's Shop	10 Pounds	10
Trunkmaker's Shop	10 Pounds	10
Casemaker's Shop	10 Pounds	10
Boxmaker's Shop	10 Pounds	10
Barrelmaker's Shop	10 Pounds	10
Caskmaker's Shop	10 Pounds	10
Drummaker's Shop	10 Pounds	10
Flagmaker's Shop	10 Pounds	10
Colourseller's Shop	10 Pounds	10
Emblemseller's Shop	10 Pounds	10
Sealseller's Shop	10 Pounds	10
Keyseller's Shop	10 Pounds	10
Lockseller's Shop	10 Pounds	10
Doorseller's Shop	10 Pounds	10
Windowseller's Shop	10 Pounds	10
Floorseller's Shop	10 Pounds	10
Wallseller's Shop	10 Pounds	10
Roofseller's Shop	10 Pounds	10
Foundationseller's Shop	10 Pounds	10
Structureseller's Shop	10 Pounds	10
Buildingseller's Shop	10 Pounds	10
Streetseller's Shop	10 Pounds	10
Squareseller's Shop	10 Pounds	10
Plazaseller's Shop	10 Pounds	10
Parkseller's Shop	10 Pounds	10
Gardenseller's Shop	10 Pounds	10
Fieldseller's Shop	10 Pounds	10
Mountainseller's Shop	10 Pounds	10
Valleyseller's Shop	10 Pounds	10
Riverseller's Shop	10 Pounds	10
Lakeseller's Shop	10 Pounds	10
Oceanseller's Shop	10 Pounds	10
Seaseller's Shop	10 Pounds	10
Coastseller's Shop	10 Pounds	10
Islandseller's Shop	10 Pounds	10
Peninsulaseller's Shop	10 Pounds	10
Straitseller's Shop	10 Pounds	10
Canalseller's Shop	10 Pounds	10
Harbourseller's Shop	10 Pounds	10
Portseller's Shop	10 Pounds	10
Shipseller's Shop	10 Pounds	10
Boatseller's Shop	10 Pounds	10
Galley's Shop	10 Pounds	10
Kitchen's Shop	10 Pounds	10
Storehouse's Shop	10 Pounds	10
Quarters's Shop	10 Pounds	10
Chapel's Shop	10 Pounds	10
Library's Shop	10 Pounds	10
Office's Shop	10 Pounds	10
Captain's Cabin's Shop	10 Pounds	10
Commodore's Cabin's Shop	10 Pounds	10
Surgeon's Cabin's Shop	10 Pounds	10
Quartermaster's Cabin's Shop	10 Pounds	10
Boatman's Cabin's Shop	10 Pounds	10
Gunpowder Magazine's Shop	10 Pounds	10
Armoury's Shop	10 Pounds	10
Blacksmith's Shop's Shop	10 Pounds	10
Woolwash's Shop	10 Pounds	10
Barbershop's Shop	10 Pounds	10
Shoemaker's Shop's Shop	10 Pounds	10
Wine Merchant's Shop's Shop	10 Pounds	10
Goldsmith's Shop's Shop	10 Pounds	10
Druggist's Shop's Shop	10 Pounds	10
Stationer's Shop's Shop	10 Pounds	10
Toolmaker's Shop's Shop	10 Pounds	10
Weaponmaker's Shop's Shop	10 Pounds	10
Uniformmaker's Shop's Shop	10 Pounds	10
Shoemaker's Shop's Shop	10 Pounds	10
Hatmaker's Shop's Shop	10 Pounds	10
Gloveseller's Shop's Shop	10 Pounds	10
Underclotheseller's Shop's Shop	10 Pounds	10
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Trunkmaker's Shop's Shop	10 Pounds	10
Casemaker's Shop's Shop	10 Pounds	10
Boxmaker's Shop's Shop	10 Pounds	10
Barrelmaker's Shop's Shop	10 Pounds	10
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Colourseller's Shop's Shop	10 Pounds	10
Emblemseller's Shop's Shop	10 Pounds	10
Sealseller's Shop's Shop	10 Pounds	10
Keyseller's Shop's Shop	10 Pounds	10
Lockseller's Shop's Shop	10 Pounds	10
Doorseller's Shop's Shop	10 Pounds	10
Windowseller's Shop's Shop	10 Pounds	10
Floorseller's Shop's Shop	10 Pounds	10
Wallseller's Shop's Shop	10 Pounds	10
Roofseller's Shop's Shop	10 Pounds	10
Foundationseller's Shop's Shop	10 Pounds	10
Structureseller's Shop's Shop	10 Pounds	10
Buildingseller's Shop's Shop	10 Pounds	10
Streetseller's Shop's Shop	10 Pounds	10
Squareseller's Shop's Shop	10 Pounds	10
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Mountainseller's Shop's Shop	10 Pounds	10
Valleyseller's Shop's Shop	10 Pounds	10
Riverseller's Shop's Shop	10 Pounds	10
Lakeseller's Shop's Shop	10 Pounds	10
Oceanseller's Shop's Shop	10 Pounds	10
Seaseller's Shop's Shop	10 Pounds	10
Coastseller's Shop's Shop	10 Pounds	10
Islandseller's Shop's Shop	10 Pounds	10
Peninsulaseller's Shop's Shop	10 Pounds	10
Straitseller's Shop's Shop	10 Pounds	10
Canalseller's Shop's Shop	10 Pounds	10
Harbourseller's Shop's Shop	10 Pounds	10
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Shipseller's Shop's Shop	10 Pounds	10
Boatseller's Shop's Shop	10 Pounds	10
Galley's Shop's Shop	10 Pounds	10
Kitchen's Shop's Shop	10 Pounds	10
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Shipseller's Shop's Shop's Shop	10 Pounds	10
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Boatman's Cabin's Shop's Shop's Shop	10 Pounds	10
Gunpowder Magazine's Shop's Shop's Shop	10 Pounds	10
Armoury's Shop's Shop's Shop	10 Pounds	10
Blacksmith's Shop's Shop's Shop's Shop	10 Pounds	10
Woolwash's Shop's Shop's Shop	10 Pounds	10
Barbershop's Shop's Shop's Shop	10 Pounds	10
Shoemaker's Shop's Shop's Shop's Shop	10 Pounds	10
Wine Merchant's Shop's Shop's Shop's Shop	10 Pounds	10
Goldsmith's Shop's Shop's Shop's Shop	10 Pounds	10
Druggist's Shop's Shop's Shop's Shop	10 Pounds	10
Stationer's Shop's Shop's Shop's Shop	10 Pounds	10
Toolmaker's Shop's Shop's Shop's Shop	10 Pounds	10
Weaponmaker's Shop's Shop's Shop's Shop	10 Pounds	10
Uniformmaker's Shop's Shop's Shop's Shop	10 Pounds	10
Shoemaker's Shop's Shop's Shop's Shop	10 Pounds	10
Hatmaker's Shop's Shop's Shop's Shop	10 Pounds	10
Gloveseller's Shop's Shop's Shop's Shop	10 Pounds	10
Underclotheseller's Shop's Shop's Shop's Shop	10 Pounds	10

No.

Payment of Provisions saved by

Form of Account

D. E. Purser of His Majesty's Ship in Account Current }
 with the Commissioners for Victualling His Majesty's Navy. } Dr.

18		£.	s.	d.
March 1	To a Bill drawn in favor of Mr. John Jones at thirty days sight....	89	4	8
June 1	To Cash received of Mr. , Agent Victualler at	126	3	11½
		215	8	7½

or short allowed to the Ship's Company.

Current and Affidavit.

Per Contra

Cr.

		£.	s.	d.
18 March 1	By paid the Ship's Company per List for Provisions due between 1st January and 28th February, viz.			
	Bread 3584 lbs. at 1½d. per lb.	22	8	0
	Beef including Flour 256 pieces of 8lbs. at 1s. 6d. per piece	19	4	0
	Pork 268 ditto of 4lbs. at 1s. 2d. per piece	15	12	8
	Sugar 84 lbs. 4d. per lb.	1	8	11
	Butter 192 lbs. 4d. per lb.	3	4	0
	Cheese 384 lbs. 2d. per lb.	3	4	0
	Spirits 130 gallons 2s. per gallon	13	0	0
	Wine 224 ditto 1s. ditto	11	4	0
		89	4	8
June 1	By paid the Ship's Company per List for Provisions due between 1st March and 31st May, viz.			
	Bread 5741 at 1½d. per lb.	35	7	7½
	Beef including Flour 410 pieces of 8lbs. 1s. 6d. per piece	30	15	0
	Pork 219 ditto of 4lbs. 1s. 2d. ditto ..	12	15	6
	Butter 307lbs. 4d. per lb.	5	2	4
	Cheese 615 2d. ditto	5	2	6
	Spirits 185 gallons 2s. per gallon	18	10	0
	Wine 361 ditto 1s. ditto	18	1	0
		126	3	11½
		£ 215	8	7½

No. 4.

Form of a Certificate to obtain Necessary Money when the Ship is first fitted out.

“ These are to certify to the Commissioners for victualling His Majesty’s Navy, that His Majesty’s Ship the _____ is victualled for _____ days, for _____ Men, in pursuance of orders from _____, dated the _____, and that Mr. _____, the Purser of the said Ship, has supplied her with necessaries of every kind usually furnished by the Purser to complete her to that time, and also from the day of _____ the day of her being commissioned, and is therefore entitled to necessary money for _____ days.

Given under our hands on board the said Ship this
day of _____ 18____

Captain.

Master.”

Form

No, 5,

Form of a Certificate to obtain Necessary Money
when the Ship is again compleated.

“These are to certify the Commissioners for victualling
His Majesty’s Navy, that His Majesty’s Ship the
is Victualled for days, for
men, in pursuance of orders from , dated
the , and that Mr.
Purser of the said ship has supplied her with necessaries of
every kind usually furnished by the Purser to complete her to
that time, and the last certificate for necessary money, dated
the day of 18 , having been
granted him for days victualling, he is now en-
titled to necessary money for days.

“ Given under our hands on board the said ship this
day of 18

Captain

Master.

If the time the Ship is victualled for should be encreased since the last certificate was granted, such time is to be added to the time elapsed since the date of that certificate. And in case the time the Ship is victualled for should be decreased since the last certificate, such time is to be deducted: As for example, suppose the certificate dated 1st May 1804 should be for six months, or 168 days, and the last certificate, dated 3rd April 1804, was for four months, or 112 days only, of course there will be three months, or 84 days necessary money due. But if the certificate, dated 1st of May 1804, should be for four months, or 112 days, and the last certificate, dated the 6th of February 1804, was for six months, or 168 days, in this latter case there will be only one month, or 28 days necessary money due.

Scheme

No. 6.

Scheme of the Allowances for Top and Poop Lights.

	Per Night.		
	s.	d.	
To the Purser of every Ship carrying the flag or broad pendant of an Officer commanding in chief, or in the first post	0	3	6
To the Purser of every Ship carrying the flag or broad pendant of an officer commanding in the second post	0	3	0
To the Purser of every Ship carrying the flag or broad pendant of an officer commanding in the third, or in any inferior post	0	2	6
For the time the flags or broad pendants were actually flying, of which certificates are to be produced from the Admiral or Commodore, and from the Captain of the Ship, agreeably to the forms N°. 1 and 2, here following.			
To the Purser of the Ship commanded by the senior Officer of His Majesty's Ships at Portsmouth or Plymouth, in the absence of a Flag Officer	0	1	6
For the time a top and poop-light were actually worn, of which a certificate is to be produced from the Commander of the said Ship, agreeably to the form N°. 3.			

To

To the Purser of every Ship commanding a convoy, s. d.
 from the time of sailing from the port where the
 convoy is assembled, until the convoy parts com-
 pany 0 1 6

And in case of being in company with other convoys
 so as to occasion the distinction of 1st, 2d, and 3d
 post agreeably to the 9th article of the General
 printed Instructions, under the Head of Convoys.

To the Purser of the Ship wearing the lights of the
 1st post 0 2 6

To the Purser of the Ship wearing the lights of the
 2nd post 0 2 0

To the Purser of the Ship wearing the lights of the
 3rd or inferior post 0 1 6

During the time they shall actually wear those lights
 in consequence of other convoys being in company.

The Captain's certificate to be produced, agreeably to
 the forms No. 4 and 5 with a copy of the order for
 taking charge of the convoy.

Form

Form of the certificates to be produced by the Purser, to obtain the allowance made for top and poop lights, when carrying the flag of an Admiral, or Commodore's broad pendant.

No. 1.

The Admiral or Commodore's Certificate.

" These are to certify that my [*flag or broad pendant as the case may be*] was flying on board His Majesty's Ship between the and the both days included, during which time I commanded [*in the 1st, 2nd or 3rd post as the case may be*] His Majesty's Ships employed [*here insert the station or service*]

Given under my hand, this day of

18 ."

No. 2.

The Captain's Certificate.

" These are to certify the Commissioners for Vitualling His Majesty's Navy, That had his [*flag or broad pendant, as the case may be*] flying on board His Majesty's Ship between the and the both days included, during which time he commanded [*in the 1st, 2nd or 3rd post as the case may be*] His Majesty's Ships employed [*here insert the station or service*] and in which period, Mr. Purser of the said Ship, under my command, did supply the necessary top and poop lights and all other extra charges incident to a flag Ship.

Given under my hand, on board the said Ship this

day of

180

Form

No. 3.

Form of a certificate to be produced by the Pursers of His Majesty's Ships from their Captains, in order to obtain the allowance made for top and poop lights, when the Ships are commanded by the senior Captain at Portsmouth or Plymouth, in the absence of a flag Officer.

These are to certify the Commissioners for victualling His Majesty's Navy, That I commanded His Majesty's Ships at _____ as the senior Officer, in the absence of the Commander in Chief, from the _____ day of _____ 18____ to the _____ day of _____ 18____ during which time Mr. _____ Purser of His Majesty's Ship _____ did supply the necessary top and poop lights which were carried on board the said Ship by my order, during that time.

Given under my hand, on board the said Ship this _____ day of _____ 180____

No. 4.

Form of the certificate to be produced by the Pursers of His Majesty's Ships from their Captains, in order to obtain the allowance made for top lights and extra signals for Convoys.

These are to certify the Commissioners for victualling His Majesty's Navy, That in pursuance of an order from _____ dated _____

dated the _____ a copy of which is on the other
side, I sailed with a Convoy of Merchant Ships, under my
charge, on the _____ 18 _____ from _____ and
arrived with the said Convoy at _____ on the
18 _____ during which Mr. _____ Purser of His Majesty's
Ship _____ under my command, did furnish candles for
the necessary top lights, and extra signals.

Given under my hand, on board the said Ship this
day of _____ 18 _____

In case of two or more Convoys sailing together, or of the
meeting of two or more Convoys, and their continuing together,
so as to render it necessary for the Commanders in the 1st and
2nd post to carry the additional lights of those posts, the fol-
lowing certificate must be obtained from the Captain, by
the Purser, to entitle him to the allowance made for that
service, viz.

No. 5.

These are to certify the Commissioners for victualling His
Majesty's Navy, That in pursuance of an order from
dated the _____ a copy of which is on the
other side, I sailed with a Convoy of Merchant Ships under my
charge on the _____ 18 _____ from _____ and on
the _____

the 18 being then in latitude and
longitude we were joined by a Convoy from
bound to under the charge of and
continued in company with the said Convoy, until the
day of 18 when being in latitude
and longitude we were joined by a
Convoy from bound to and the
Convoy under my command, continued in company with the
other Convoys, until the day of 18
when the Convoy under the charge of Captain
separated from us, in latitude and longitude ;
and on the day of 18 the Convoy
under Captain separated from us in latitude
longitude , and on the day of
18 the Convoy, under my command, arrived at
during the whole of which time Mr. the Purser of
His Majesty's Ship under my command, did fur-
nish the necessary candles for top and poop lights and extra
signals; that is to say, as Commander of a single Convoy from
the day of 18 to the
day of 18 and as Commander in the united
Convoys carrying the lights of the post, there being two
Convoys in company ; and from the day of
18 to the day of 18 then
carrying the lights of the post, there being three
Convoys in company ; and again from the
of 18 to the day of
18 then carrying the lights of the post, having
only

only two Convoys in company ; and from the day of
18 to the day of
18 carrying the lights necessary for a single Convoy.

Given under my hand, on board the said Ship this
day of 180

3--2

Form

Form for keeping a List of Supernumeraries.

[illegible]

These Lists to be signed by the Regimental Commanding Officer, as well as the signing Officers of the Ship.

No. 9.

Form of a Number and Content Book.

18	and the	day of	18	, viz.
----	---------	--------	----	--------

No. 9.

Bread.

Beer.

Rum.

Run.

Time received.	Place where.	From whom.	Marks.	No.	Contents in Gallons.	When		Remarks as to Expen- diture.
						Broached	Out	
18								
January 4.	Jamaica	F. G. Esq. Contractor per K. L. his Agent	F. G.	18	84	12 Feb. 18	21 Feb. 18	} Lent His Majesty's Ship B. 20 Feb. 18 per Order of this date and receipt from Mr. N. O. Purser, of the same day.
				42	110	.....	.....	
				37	102	1 Feb. 18	14 Feb.	
				106	83			
				107	80	1 March		
		Per Receipts given 5 January.		4	59	23 Feb.	23 Feb.	
					518			

Wine.

[illegible]

Beef.

Beef.

Time received	Place where	From whom	On the Casks		Contents in pieces of slbs. each	When		Whom present when opened	Proved pieces		Remarks		
			Marks	No.		Opened	Out		Contents charged				
									Over	Short			
18 Jan. 2	Jamaica	F. G. Esq. Contractor, per K. L. his Agent	F.G.B Waterford	140	40	2Mar.18	2Mar.	Mr.S.T.	1	1			
				136	40								
				124	40	9Mar.18	9Mar.	Mr. U.V.					
				125	40	.....	.....	.....		1			
				167	40	24Feb.18.	2Mar.	M. W. X.		1			
				139	40	.....	.....	.....					
				128	40	9Mar.18.	16Mar.	Mr.U.V.					
				133	40	17Mar.18	24Mar.	Mr. W.X					
				156	40								
			T.G.B Lime-rick	373	40								
				461	40								
				369	40	}						}	Condemned per Survey 16 March 18. , and returned to Store at Plymouth
				374	40								
				353	40								
				382	40								
				355	40								
			18	26									
			Per Receipts given 5th Jan.			666							

Pork

Pork.

Time Received	Place where	From whom	On the Casks		Contents in p ^{cs} of 4lbs. ea	When		Whom present when opened	Proved pieces		Remarks, &c.
			Marks	No.		Opened	Out		Contents charged		
									Over	Short	
18 Jan. 3.	Jamaica	F. G. Esq. Contractor Per K. L. his Agent.	F.G.P. } Cork	620	80	4Mar.18	12 Mar.	Mr. S. T.	1		
				673	80						
				631	80	2Feb.18	3Mar.18	Mr. S. T.		1	
				646	80						
			F.G.B. } Dublin	37	80						
				21	80						
				75	80						
		Per Receipts given } 5 Jan.			560						

Pease.

Time received.	Place where.	From whom.	On the Cask.		Contents in		When		Remarks, &c.
			Marks.	No.	Bushel.	Galls.	Open'd	Out	
Jan. 5, 18	Jamaica.	F. G. Esq. Contractor, per K. L. his Agent.	F.G. } Pease	84	7	7	4 Mar. 18	18 Mar.	Lent His Majesty's Ship the B. 20 Feb. 18 per Order of this date, and Re- ceipts from Mr. N. O. the Purser of the same day.
				87	8	1			
				76	8	2	.....		
				79	7	6			
				80	8	.....	19 Mar.		
		Per Receipts given, 5 January.			40				

Rice as Oatmeal.

Time received.	Place where.	From whom.	On the Casks.		Contents in Pounds.	When.		Remarks, &c.
			Mark	No.		Open'd	Out	
January 3, 18	Jamaica.	F. G. Esq. Contractor, per K. L. his Agent.	} F.G Rice	3	270			
		Per Receipts given 5 January.			270			

Sugar.

Time received.	Place where.	From whom.	On the Casks.		Contents in Pounds.	When.		Remarks, &c.
			Mark	No.		Open'd	Out	
January 3, 18	Jamaica.	F. G. Esq. Contractor, per K. L. his Agent.	} F.G	1	138			
		Per Receipts given 5 January.			138			

Sugar for Butter or Cheese.

Time received	Place where	From whom	On the Casks.		Contents in Pounds	When		Remarks, &c.
			Mark	No.		Open'd	Out.	
January 3, 18	Jamaica.	F. G. Esq. Contractor per K. L. his Agent.	} F.G	1	412			
				2	455			
		Per Receipts given 5 January.			867			

Cocoa for Butter or Cheese.

Time received	Place where	From whom.	On the Casks.		Contents in Pounds.	When		Remarks, &c.
			Mark	No.		Open'd	Out	
January 3, 18	Jamaica.	F. G. Esq. Contractor, per K. L. his Agent.	} F.G	8	223			
				9	187			
		Per Receipts given 5 January			410			

Account of Casks, Hoops, and Bags received on board His Majesty's Ship
the A B C Esq. Commander,
with Provisions, Water, &c. between the day of
180 and the day of 180

Time received	Place where.	From whom.	With what Provisions.	Casks in sorts respectively					Casks in Tonnage.			Iron Hoops	Bread Bags	Oil Jars
				B.	P.	H.	Bar.	$\frac{1}{2}$ H.	T.	H.	P.			
180 March 18	Plymouth	J. M. Agent	Bread										30	
			Beer	20					10			200		
			Beef		3	2			1	2		40		
			Pork		1		1				1	16		
			Flour			3	1		3		$\frac{1}{2}$			
			Suet				2				1	16		
			Pease		1	2				2	1			
			Oatmeal			4			1					
			Cheese					5		2 $\frac{1}{2}$				
			Vinegar			2				2		16		
			Total Provision Casks	.....					15	3 $\frac{1}{2}$	1	228	30	
			Water	.....	10	9	16		12			300		
			Charge between 18 and 31 March 180						27	27	1	588	30	

MEMORANDUM.

The instances given for bread, beer, rum, wine, beef, pork, pease, rice as oatmeal, sugar and cocoa, serve to shew how the account of every other species is to be kept, care being taken to note the gross tare and net weight of each firkin of butter, and cask of cheese: if, as frequently necessary, the bread should be started, and the cheese for its better keeping taken out of the casks, as soon as received, it will be sufficient to put down the weight received, noting in the column of remarks that it was so started or taken out of the casks. All packages of provisions (except bread) that are made up in His Majesty's stores, not only have the contents as to species and quantities marked on them, but also the place and time they were packed or made up, all which must be noted in the number and content-book.

In case of one species being supplied in lieu of another, the species so supplied is not to be blended with that it is supplied for, but entered separately, noting against it, that it is in lieu, as rice for oatmeal, sugar and cocoa for butter and cheese, &c. The examples made use of, to shew the method of keeping a number and content-book, are taken from two first lines of the form for quarterly account of provisions received, &c. (N^o. 16) where the receipt is from a contractor, and in consequence the casks containing the provisions not charged to the Purser.

The example for entering stores at the end of the book is drawn from the two last lines but one of the said quarterly account,

count, where the receipt is supposed from the Victualling Agent at Plymouth.

In the copy of the number and content-book (directed in Article 12 of the Purser's Instructions to be delivered into the Victualling-Office for passing his accounts) it is expected that the whole quantity of each article or species of provisions should be entered in as many pages or openings of the book, in succession, as may be necessary; so that all the receipts of bread may be found in pages immediately following each other; and in like manner all the beer, beef, pork, &c. and no two species intermixed: the first of each species is to be numbered and properly referred to, in an Index placed in front, to enable the people in office readily to find any species wanting; and lastly, against every package of provisions that may remain on board, and be carried to a succeeding account, due note is to be made that it is so remaining, and carried forward in the column of remarks.

No. 10.

Form of a Survey on Provisions,

Pursuant to the order on the other side, We whose Names are hereunto subscribed have been on board His Majesty's Ship the A _____; and taken a strict and careful survey of the provisions complained of, and find as follows, viz.

Marks.	Numbers.	Contents.	
			(Here such of the provisions as are found fit for service are to be specified, also the particular species found defective, and the exact quantity of each sort is to be inserted in words at length, and not in figures; and against each species is to be set down the true nature of the defect, with the reason or occasion thereof, to the best of the Surveyors' judgments, and also, when, where, and from whom the said provisions were received, the time to which they are warranted (if under warranty) and whether they are proper or fit for men to eat or drink, or to be kept on board the Ship, or not, and how to be disposed of; and in the margin are to be set down the marks, numbers, and contents of each cask.)

All which provisions we find to be as above specified; and we do also declare that we have made and taken this survey with such care, attention, and equity, that (if required) we are
ready

ready to make oath to the impartiality of our proceedings.
In witness whereof we have hereunto set our hands, on board
the said Ship in , or at sea (if the case be so, and
then the latitude and longitude must be particularly set forth,
that the true situation of the Ship at the time of survey may be
known) this day of 18

MEMORANDUM.

As all packages of provisions made up in His Majesty's
stores, besides the contents as to species and quantities, have
the place and time, where, and when, they are packed, or
made up, cut or marked on them, the whole thereof must be
placed in the column for marks, separate from the numbers;
and the reason or occasion of the defect must never be omitted,
in order that the loss accruing therefrom may be charged to the
respective contractors, if the same shall appear to have pro-
ceeded from any failure in their contracts.

No. 11.

Form of a Report upon a Survey of Leakage of Beer.

Pursuant to the Order on the other side, We whose Names are hereunto subscribed, have taken a strict and careful survey of each and every Beer-cask, said to have lost part of (or all) their Contents by Leakage, on board His Majesty's Ship the A , and find as follows, viz.

Quantity leaked out of each Butt, Puncheon, or Hogshead.	The particular occasion of the leakage.	When received on board.	From whence received.	Marks of each cask.	Where stowed	Where surveyed.
	Not to be described by the general Form of defective Casks, but to mention the particular defect or occasion, and whether by bad stowage or not.					

All which we find as above set forth, making in all gallons of beer leaked out, and lost; and we declare we have made and taken this survey with such care and equity, that we are ready (when required) to make oath to the impartiality of our proceedings

proceedings. In witness whereof, we have hereunto set our
hands on board the said Ship in or at sea,
(if the case be so, and then the latitude and longitude must be
particularly set forth, that the same situation of the Ship at the
time of survey may be known) this day of

180

H. I. Master.

Y. Z. }
A. B. } Master's Mates.

No. 12.

Form of a Report on Survey of the Contents of Pieces of Beef or Pork in Cask, after any one has been found short in Tale or Weight.

An Account of the actual contents and Weight of every Cask of Salt Beer
opened on board His Majesty's Ship the A between the
day of 18 and the day of 18

[illegible]

These

These are to certify that we whose names are hereunto subscribed being the Officers who have actually attended the opening of every cask of salt beef, on board His Majesty's Ship the between the day of 18 and the day of 18 do hereby positively declare, that the Officer whose name is signed against each separate cask in the foregoing account did actually attend the opening, counting, and weighing of the cask against which his name is signed; that upon counting and weighing the whole there were actually pieces of 8lbs. each over, and pieces of 8lbs. short by tale, and pounds of beef over, and pounds of beef short by weight, that the deficiency in the weight was made good to the Ship's company, and that we are each of us ready positively to make oath to the casks having been actually opened in our presence, and that to the best of our knowledge and belief the whole of the foregoing account is correct and true. Witness our hands on board His Majesty's Ship the this day of 18

N. B. An Account of the contents and weight of every cask of salt pork opened must be kept in the same form, and signed and certified in the same manner as the foregoing one for salt beef.

No. 13.

Forms of the Purser's certificate of remains of provisions ; the Captain's or Commander's demand upon an Agent, Contractor, &c. for provisions wanted ; Certificate from the Master that the demand is entered in the Log Book ; receipt from the Purser for provisions supplied ; and certificate from the Captain or Commander and Officers, of the same having been received on board.

Purser's certificate of the remains of provisions to be placed before the demand from the Captain or Commander.

I hereby certify, the remains of provisions (or particular species, as the case may be) on board His Majesty's Ship the A, B C, Esqr. Commander, to be as follows, viz.

Bread Seven thousand eight hundred and sixty pounds

Rum . . . Three hundred and fifteen gallons.

Beef Two hundred and ninety pieces of eight pounds.

Pork Four hundred and twelve pieces of four pounds.

Pease None

Oatmeal . . Fourteen bushels

Sugar Two hundred and twenty four pounds

Butter Three hundred and one pounds

Cheese . . Five hundred and sixty-seven pounds

Dated on board His Majesty's Ship A.

in Port Royal Harbour, in Jamaica, this

day of 180.

D. E. Purser.

Captain or Commander's demand for supply of Provisions,
to be placed after the Purser's Certificate of Remains,
upon the same sheet of paper.

The Purser of His Majesty's Ship the A _____, under
my command, having certified the remains of provisions on
board (or particular species, as the case may be) to be on the
other side (or above) you are hereby desired to supply the
species and quantities under-mentioned, to complete victual-
ling for her complement of one hundred and sixty men to three
months (i. e. twelve weeks) except pease and oatmeal, of
which, for the former eight, and the latter six weeks only will
be sufficient, viz..

Bread Five thousand five hundred and eighty pounds
Rum Five hundred and twenty-five gallons
Beef Six hundred and seventy pieces of eight pounds
Pork Five hundred and forty-eight pieces of four pounds
Pease Forty bushels
Oatmeal .. Eight bushels four gallons
Sugar One hundred and thirty-six pounds
Butter .. Four hundred and nineteen pounds
Cheese .. Eight hundred and seventy-three pounds

Given under my hand on board the said Ship, in
Port Royal Harbour, Jamaica, this
day of _____ 180

To

F. G. Esq. Contractor for
Victualling His Majesty's Ships at
Jamaica..

B. C. Captain..

Form of the Master's Certificate, at Foot, or following the
Captain's demand.

I hereby certify that the above (or foregoing) demand for
Provisions (or particular species, as the case may be) is entered
in the Log Book of His Majesty's Ship the A
this day of 18

H. I. Master.

MEMORANDUM.

The following receipt from the Purser for, and certificate
from the Commander and Officers of the provisions received
on board, must not be on the same sheet of paper with the
foregoing certificates and demand, but may be on the same
sheet with the affidavit from the Contractor, or his Agent, of
the actual delivery on board in kind, &c. and the forms for the
Purser's Receipt, with the certificate and affidavit may be
printed, but the Certificate of Remains, and Captain's demand
with the Master's Certificate of Entry, must be wholly written.

Form

Form of the Purser's Receipt for Provisions supplied.

Received of Mr. K L , Agent to F

G , Esq. Contractor for Victualling His Majesty's Ships at Jamaica, the following Provisions for the use of His Majesty's Ship the , per demand from B

C , Esq. her Commander, dated 30th ultimo, viz.

Bread Five thousand six hundred pounds in ten puncheons, of two hundred weight each, and thirty bags of one hundred weight each, which casks and bags were all returned.

Rum Five hundred and eighteen gallons, in five puncheons and one hogshead.

Beef Six hundred and sixty-six pieces of eight pounds each, in sixteen tierces, one barrel.

Pork Five hundred and sixty pieces of four pounds each in seven tierces.

Pease Forty bushels in five hogsheads.

RiceIn lieu of oatmeal, two hundred and seventy pounds in one barrel.

Sugar One hundred and thirty eight pounds in
one half-barrel.

Sugar } For Butter } Eight hundred and sixty seven pounds in
and } two barrels.

Cocoa } Cheese. } Four hundred and ten pounds in two barrels.

For which (being all good in kind, fit for His Majesty's service and answerable to contract,) I have signed three receipts of the same tenor and date, this day of

D. E. Purser.

Form of a Certificate from the Signing Officers of Provision
received on board.

These are to certify the Commissioners for Victualling His Majesty's Navy, that the following species and quantities of Provisions, viz.

Bread Five thousand six hundred pounds in ten puncheons, of two hundred weight each, and thirty bags of one hundred weight each, which casks and bags were all returned.

Rum..... Five hundred and eighteen gallons, in five
puncheons and one hogshhead.

Beef. Six hundred and sixty-six pieces of eight pounds each, in sixteen tierces, one barrel.

Pork Five hundred and sixty pieces of four pounds
each, in seven tierces.

Pease Forty bushels in five hogsheads.

RiceIn lieu of Oatmeal, two hundred and seventy pounds in one barrel.

Sugar One hundred and thirty-eight pounds in
one half barrel.

Sugar } For Butter } Eight hundred and sixty seven pounds
and } two barrels.

Cocoa } and } two barrels.
Cheese. } Four hundred and ten pounds in two barrels

were actually received on board His Majesty's Ship the A

in kind from Mr. K

L

Agent to F

G

Esq. Contractor, for Victualling His Majesty's

Ships at Jamaica, and that the said Provisions were good in kind, fit for His Majesty's Service, answerable to Contract, and complete

complete the victualling for her complement of one hundred and sixty men to twelve weeks from the 30th ultimo when they were demanded, except the pease and oatmeal, the former being only to eight, the latter to six weeks ; and we do further certify that the several species and quantities of provisions before-mentioned, have been duly entered in the Log Book of His Majesty's said Ship the A , the days they were respectively taken on board.

Given under our hands on board the said
Ship in Port Royal Harbour, Jamaica,
this day of 18

B. C. Captain

H. I. Lieutenant

M. N. Master.

N. B The quantities of the provisions and stores, and number of packages containing the provisions, must always be expressed in words at length, and not in figures ; and the wording of the head of the Purser's Receipt must be varied according to circumstances, by inserting Agent or Correspondent, instead of Contractor, &c. and the words " answerable " to Contract " at bottom, are only to be used in cases of receiving provisions from a Contractor: in like manner the certificate from the Captain and Officers, must be altered to suit the occasion.

No. 14.

Forms of the Captain or Commander's demand for Fresh Meat from Agents abroad, Contractors, &c. Master's Certificate of its being entered in the Log Book; Purser's Receipt for the same, and Certificate from the Captain and Officers of its having been received on board.

Captain or Commander's Demand for Fresh Meat.

The Company of His Majesty's Ship the A under my command, being in want of fresh meat (here insert the particular occasion for its being supplied) you are hereby desired to furnish a proportion for two days in every week (one in lieu of salt beef, and the other in lieu of salt pork) for her complement of one hundred and sixty men, or such other number as the Purser may from time to time signify to you are actually mustered on board, during her continuance in this port accordingly.

Given on board His Majesty's Ship the
A in Port Royal Harbour,
Jamaica, the day of

18

B. C. Captain.

To F. G. Esq.

Contractor for supplying His
Majesty's Ship with Fresh Meat at

Jamaica.

Master's Certificate to be placed at foot of, or following the
Captain's Demand.

I hereby certify that the foregoing demand for fresh meat
is entered in the Log Book of His Majesty's Ship the
A , this day of 18

H. I. Master.

Form of the Purser's Receipt for Fresh Meat supplied by a
Contractor, &c.

Received from Mr. K L , Agent
to F G , Esq. Contractor for sup-
plying fresh meat to His Majesty's Ships at Jamaica, two
thousand two hundred and eighty-six pounds of fresh beef for
the use of the crew of his Majesty's Ship the A ,
in consequence of a demand from B C ,
Esq. her Commander, of the 30th past; all which fresh beef
was good, fit for His Majesty's service, agreeable to contract,
and actually delivered on board in kind, between the 1st and
24th January, 18 ; for which I have signed three receipts
of the same tenor, the said 24th January, 18 .

D. E. Purser.

Form of the Certificate from the Captain and Officers of the
Receipt of Fresh Meat.

We hereby certify the Commissioners for Victualling His Majesty's Navy, that there has been received in kind on board His Majesty's Ship the A _____, (per demand of the 30th of last month) from Mr. K _____ L _____, Agent to F _____ G _____, Esq. Contractor for supplying His Majesty's Ships at this place with fresh meat, Two thousand two hundred and eighty-six pounds of fresh beef, in quantities correspondent to the several entries in the Log Book, between the 1st and 24th January, 18 ____; all which said fresh beef was good, fit for his Majesty's Service, and answerable to contract.

Given under our hands on board His Majesty's Ship A _____, in Port Royal Harbour, Jamaica, this 24th January, 18 ____.

B. C. Captain.
H. I. Lieutenant,
M. N. Master.

D. E. Purser.

No. 15.

Forms for the Purser's Certificate of Remains of Provisions, when it is necessary for him to purchase, with the Captain or Commander's Order to him so to do; and Certificate from the Master, that the said order is entered in the Log Book; with Certificate from the Captain or Commander and Officers, of the Provisions so bought, being received on board; also of the Bills of Parcels, &c.

Purser's Certificate of the Remains of Provisions necessary to be purchased.

I hereby certify the remains of bread and wine (or provisions in general as the case may be) on board His Majesty's Ship the A , B C , Esq. Commander to be as follows, viz.

Bread Eight thousand nine hundred and sixty pounds.

Wine One thousand two hundred gallons.

Given under my hand on board the said
Ship in Genoa Mole, this 18th day of
February, 18

D. E. Purser.

Captain or Commander's Order to the Purser to purchase
Provisions.

By B C, Esq. Captain
of His Majesty's Ship A

Whereas by your certificate above, it appears necessary for completing the bread and wine on board His Majesty's Ship under my command to three months, for her complement of one hundred and sixty men (agreeably to the other species of provisions now on board) that the under-mentioned quantities of those articles should be provided, viz.

Bread Four thousand four hundred and eighty pounds.

Wine Four hundred and eighty gallons.

And as there is no agent, Contractor, Correspondent, or other instrument of the Victualling at this place, or a likelihood of timely coming in the way of any; you are therefore hereby authorized, required, and directed, to purchase the same accordingly, taking care to do it with all possible advantage to the Crown, to procure the necessary vouchers for passing your account of disbursements, and to draw bills on the Commissioners for Victualling His Majesty's Navy for the amount of the bread and wine so purchased; and for so doing this shall be your warrant.

Dated on board His Majesty's Ship A,
in Genoa Mole, the 18th day of February,
18

To

Mr. D E, Purser of
His Majesty's Ship the A

Master's Certificate of the order to purchase, being entered
in the Log Book.

I hereby certify that the foregoing order to purchase bread
and wine is entered in the Log Book of His Majesty's Ship
the A , this 18th day of February, 18 .

H. I. Master.

Certificate from the Captain and Officers of the Receipt on
board of Provisions purchased by the Purser.

These are to certify the Commissioners for Victualling His
Majesty's Navy, that the following species and quantities of
provisions purchased by Mr. D E

the Purser of His Majesty's Ship the A , viz.

Bread Four thousand four hundred and eighty pounds

Wine Four hundred and eighty gallons in four pipes
were actually received on board the said Ship in kind, that
they were good and fit for His Majesty's Service, and com-
plete those species for three months, for the complement of
one hundred and sixty men, from the 18th instant when the
order was given for their purchase. And we further certify
that the receipts of the quantities of the bread and wine before-
mentioned, were duly entered in the Log Book the day they
were so received on board.

Given under our hands on board His Ma-
jesty's Ship the A , in Genoa
Mole, the 21st February, 18 .

B. C. Captain.

M. N. Lieutenant.

H. I. Master.

Forms of Bills of Parcels for Provisions bought, with Receipts
thereto.

Mr. D. E. , Purser of His Britannic
Majesty's Ship the A .

Bought of Guiseppe Firpo, at Genoa,
the 20th February, 18

Liv. Sol.

Four thousand two hundred and eighty
Rotolas Genoese weight (equal to four
thousand four hundred and eighty pounds
English) (of ship bread at five sols per rotolo,
is 1070

which is one thousand and seventy livres of Genoa, at five
livres and fifteen sols per dollar, make dollars, one hundred
and eighty-six, and ten sols, and at the present current ex-
change of forty-six pence sterling per dollar, is thirty-five
pounds, thirteen shillings, and four pence sterling, which I
hereby acknowledge to have received of the said D

E , by a set of bills of exchange in my favor,
on the Commissioners for Victualling His Britannic Majesty's
Navy at thirty days sight, properly attested by Captain
B C , and dated this 21st day of
February, 18

Guiseppe Firpo.

Witness

M. N. Lieutenant }

H. I. Master }

Of His Majesty's Ship the A

Mr. D E , Purser of His Britannic Majesty's Ship the A

Genoa, 20th February, 18

Bought of Baptisto Chiappelo.

Twelve Mezzaroles of Wine, Genoa measure, being equal to four hundred and eighty gallons English measure, at forty

Livres per mezzarole, is480

which four hundred and eighty Livres of Genoa, at five Livres and fifteen Sols per Dollar, amount to Dollars eighty-three, two Livres and fifteen Sols, and at the present Current Exchange of forty-six pence Sterling per Dollar, is sixteen pounds Sterling ; which I hereby own the receipt of, in a set of Bills of Exchange payable to my order, on the Commissioners for Victualling the British Navy, at thirty days sight, drawn by the said Mr. D E , and duly attested by

B C , Esq. Commander of the said Ship A , this 21st of February, 18

Baptisto Chiappelo.

Witness

M. N. Lieutenant } of His Majesty's Ship the A
H. I. Master }

Form of the Consul's Certificate of Price, Exchange, &c. to be placed at the foot of Bills separately.

I the underwritten His Britannic Majesty's Consul at Genoa, hereby certify, that the price charged in the above bill (for Ship Bread, and Wine) and the Exchange therein mentioned is the Current market price and rate of Exchange at this time ; and further that, one hundred and seven rotolos Genoese weight

for one hundred and twelve pounds English, one mezzarole Genoese measure, for forty gallons English, is the due and just proportion of weight and measure, of this place.

Given under my hand at Genoa, this 21st February, 18

Q. R. Consul.

Forms for Bills of Exchange given in payment for Provisions purchased by the Purser, with the Captain's attestation.
Exchange for £35 : 13 : 4 Sterling.

Genoa 21st February, 18

Gentlemen,

At thirty days sight of this my first bill of Exchange (my second or third of the same tenor and date not being paid) please to pay to Mr. Guiseppe Firpo, or his order, the sum of thirty-five pounds, thirteen shillings, and four pence, sterling, value received, in bread bought of him, for the use of His Majesty's Ship A

, per vouchers to be transmitted by

Gentlemen,

Your most humble Servant,

D. E. Purser.

To

The Commissioners for
Victualling His Majesty's
Navy, London.

I hereby certify that this bill is drawn for the service above-mentioned, and by my order.

B. C. Captain.

No. 16.

Form of the Quarterly Account

Account of Provisions, Victualling Stores, &c. received on board His
1st January and

Time received.	Received.		Received by		Bread in Pounds.	Beer	Wine	Spirits	Beef 8lb. Pieces.	Pork 4lb. Pieces.	Fresh Beef Pounds.
	Whence or Where.	From whom.	Name of the Vessel.	Name of the Master		Galls.	Galls.	Gallons.			
18 Jan. 3	Jamaica.	FG Contractor per K. L. his Agent.	Ketty Schooner and Ferrett Sloop.	R. S. } L. A. }	5600	.....	.....	.... 518	666	560	....
1 24	Ditto	Ditto	Ship's Boats.	.....	.....	.....	.....	.....	.....	.....	2286
25	Ditto	Ambuscade	W. Preston	Purser	.....	.....	.....	.....	.....	.....	.....
Feb. 2	Musquito Sho	re, purchased by the Purser	Portuguese Craft	.....	.....	.....	240	.....	.....	.....	.....
Mar. 6	Madeira	J S Contractor Purchased	Ditto	Water	45 Tuns	.....	.....	.....	.....	.....	1201
18	Ditto	OP Contractor	Ditto	J. N.	3360	2461	.....	.....	364	244	.....
15 31	Plymouth	W. C. Agent.	Supply	} J.N.	.....	.....	.....	.....	.....	.....	1845
	Ditto	Ditto	Ship's Boats and Supply Hoy		8960	2461	240	518	1030	804	5332

These are to certify the Commissioners for Victualling His Majesty's Navy, received on board His Majesty's Ship the A , the several and respectogether as follows, viz. bread, eight thousand nine hundred and sixty pounds; gallons; rum, five hundred and eighteen gallons; beef (eight pound) pieces, in number; fresh beef, five thousand three hundred and thirty-two pounds; live sixty; and suet, five hundred and sixty pounds; pease, sixty-four bushels, seven two hundred and seventy; sugar, one hundred and thirty eight pounds; butter, sugar, eight hundred and sixty seven; cocoa, four hundred and ten pounds, in thirty; puncheons, thirty; hogsheads, forty-one; barrels, twelve; and half-hogs-one-half; iron hoops, eight hundred and seventy-six; and bread bags, thirty in

of Provisions and Stores received.

Majesty's Ship the A , B C , Esq. Commander, between the
31st March, 18

Live		Pounds of		Pease		Oatmeal, Gal- lons.	Rice for Oatmeal, Pounds.	Sugar, Pounds	Pounds of		Pounds of		Vinegar in Gal- lons.	Casks by Denominations					Casks by Tun- nage.				Iron Hoops.	Bread bags.	Neces- sary Money.		
oxen	Sheep	flour	Suet	Bush	Gals				Butter	Cheese	In lieu of Butter and Cheese.			B.	P.	H.	Bar.	½ H.	T	½ P					L.	s.	d.
.....	.....	.....	.....	40	.....	.....	270	138	.....	.....	867	410	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	12	8	.....	9	..	2	288	.....	.....	.....	.....	.....
.....	.....	1260	560	24	7	240	.....	.....	532	875	.....	.....	120	20	5	13	4	5	15	2½	1	288	30	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	with water	.....	.....	10	9	16	.....	.....	.....	12	.....	.....	300	.....	.....	.....	.....	.....
6	10	1260	560	64	7	240	270	138	532	875	867	410	120	30	30	41	12	5	36	2½	3	876	30	.....	.....	.....	.....

that between the 1st of January and 31st of March, 18 , there have been five quantities of provisions and victualling stores above-mentioned, making beer, two thousand four hundred and sixty one gallons ; wine, two hundred and forty one thousand and thirty ; and pork (four pound pieces, eight hundred and four oxen, six ; and sheep, ten in number : flour, one thousand two hundred and gallons ; and oatmeal, two hundred and forty gallons ; rice in lieu of oatmeal, five hundred and thirty-two ; cheese, eight hundred and seventy-five pounds ; lieu of butter and cheese ; vinegar, one hundred and twenty gallons ; cask, butts, heads, five in number ; making together, thirty-seven tuns, three hogsheads, and number ; together with forty-five tuns of water, purchased at Madeira.

B. C. Captain.
H. I. Master.
S. C. Purser.

FORM of the Quarterly Account of Provisions

Account of Provisions and Victualling Stores, returned, lent, cast by Survey,
or on board His Majesty's Ship the A , B C ,

Time received, lent, &c.	Returned, lent, &c.		Returned, lent, &c. to or by		Bread in Pounds	Rum in Galls.	Beef 8lb. Pieces	Pork 4lb. Pieces	Pease in	
	To what Port, Ship, &c.	To whom	Name of the Vessel.	Name of the Master.					Bush.	Galls.
18 January 23 $\frac{1}{25}$	Vengeance Expended at Jamaica	Cooperage in general in this time.	Ship A. B.	Storekeeper.	.....	.....	.....	.....	.....	.....
Feb. 20	B. Extra Expe	N.O. Purser	.....	.....	.....	110	.....	.....	24	1
March 16	Plymouth Ditto	J.M. Agent Ditto	Condemned Supply	per Survey. J. N.	.....	.....	80	.....	.....	.....
						110	80		24	1

These are to Certify the Commissioners for Victualling His Majesty's Navy, that mentioned, have been lent, expended, condemned by Survey, and returned to Store, 31st of March, 18 making together as follows, viz. Rum, one hundred and ten Casks, Forty-six Butts ; Forty Puncheons ; Thirty-eight Hogsheads, and four half hundred and twenty-eight ; Puncheons, two hundred and twenty-seven ; Hogsheads one hundred and eighty-seven : and Bread Bags, twelve in number.

When the Ship is employed in Channel Service, the number of Gallons of Spirits and of Wine, and the number of Pounds of Cocoa and of Tea which have been issued to the Ship's Company and Supernumeraries within the time of each Account are to be certified at the end of the above Account of the Provisions returned, lent, and cast by Survey.

and Stores, returned, lent, cast by Survey, &c.

lost by accident, &c. and of the Extra Expence of Casks, Staves, and Hoops, from
Esq. Commander between the 1st of January and 31st of March 18

Oatmeal, Gal- lons.	Sugar, pounds.	Pounds of		Vinegar in Gal- lons.	Casks by Denominations.					Casks by Tonnage.			Staves.					Iron Hoops	Bread Bags.	Oil Jars.
		Butter	Cheese		B.	P.	H.	Bar.	$\frac{1}{2}$ H.	T.	H.	P.	B.	P.	H.	Bar.	$\frac{1}{2}$ H.			
....					16	12	8	....	....	14	....	....	30	26	18	....	....	526		
....					6	7	9	....	....	7	1	1	50	44	36	....	....	148		
....					24	21	21	....	4	24	3	....	48	157	81	28	....	713	12	
					46	40	38		4	46	4	1	123	227	135	28		1187	12	

the several and respective Quantities of Provisions, and Victualling Stores above-
on board His Majesty's Ship the A , between the 1st of January and the
gallons, Beef (Eight Pound) pieces, eighty ; Pease, twenty-four bushels ; one gallon
Hogsheads ; making together, forty-six Tuns, one Puncheon ; Staves, Butt, one
one hundred and thirty-five ; and Barrel, twenty-eight ; Iron Hoops, one thousand

B. H. Captain.
H. I. Master.
S. C. Purser.

Form for the Quarterly Account of the Receipt and Expenditure of Fresh Meat.

An Account of Fresh Meat received and expended on board His Majesty's Ship A

B. C. Esq. Commander, and D. E. Purser, between the 1st of Jan. and 31st of March 18

Days received on board.	Received		Beef in		Mutton in		Time vouched for.	Pounds of		Time issued to the Ship's Crew	As Pieces of		To men borne and mustered.	
	Whence	From whome.	Quar- ters.	Pounds	Car- cases.	Pounds		Beef	Mut- ton.		Beef.	Pork Beef.		
18 January 1	Jamaica	K. L. Agent to F. G. Con- tractor.	3	560	.....	.....	18 January 1	2386	.....	18 Jan.	1	80	160	
8				3	580	.....				.....	2	80	80	160
15				4	550	.....				.....	8	80	80	160
22				2	300	.....				.....	10	80	80	160
24				2	296	.....				.....	15	80	80	160
										17		82	164	
										22		82	164	
										24		82	164	
											5	2	to harness	
													Tub.	
										Feb.	2	85	170	
											3		85	170
											9	85	170	170
											10		85	170
											16	84	168	168
											17		84	168
												49	to harness	
											23	80	Tub.	
											24		80	160
													160	
											March 6		79	158
											8	79		158
March 6	Madeira	O. P. Contractor	4	618	.....	.....	March 6	1201	.....	11		79	158	
9	Ditto	Ditto	4	583	.....	.....				13	79		79	158
										23		1	to harness	
													Tub.	
											15	74½		149
											16		74½	149
15	Plymouth	J. M. Agent	3	340	.....	.....	Ditto 15	1845	.....	22	74		148	
22	Ditto	Ditto	3	506	.....	.....				23		74	148	
29	Ditto	Ditto	5	799	.....	.....				29	75		150	
										30		75	150	
										31				
			57	7257	10	480						1065½	1091½	
							7257	4	80					
							280	uniss	ued and car-					
							6977	ter	ried to next quar-					

These are to certify the Commissioners for Victualling His Majesty's Navy, that seven thousand two hundred and fifty seven pounds of fresh beef, and four hundred and eighty pounds of fresh mutton have been received on board His Majesty's Ship the A , between the 1st of January and the 31st of March, 18 , as in the foregoing account, all which fresh beef and mutton was good, and fit for His Majesty's Service, and was issued or remained as therein also set forth, viz. issued to the number of Men actually borne and mustered on board the said Ship, or put into the harness tub, against each day expressed---One thousand and sixty five and a half pieces for beef, and one thousand and ninety one pieces and two thirds of a piece (for pork) beef; and remained two hundred and eighty pounds of beef, to be accounted for in next quarter.

Given under our hands on board the said Ship at Plymouth Sound the 31st of March 18

B. C. Captain.

H. I. Master.

S. C. Purser.

Form of Account of the produce of Sheep or Oxen received and Slaughtered on board any of His Majesty's Ships.

An Account of cattle received and killed on board His Majesty's Ship the
A , between the day of , and the day of 18

Time received.	From what Port or Ship.	Master or Purser's Name.	No. of		When slaughtered.	No. of		Weight in Pounds.		Fresh Beef issued as		Mutton issued as		Suet Pounds	Tallow Pounds
			Oxen	Sheep		Oxen	Sheep	Oxen	Sheep	Beef Pieces	Pork Pieces	Beef Pieces	Pork Pieces		
18 February 2	Musquito Shore purchased by	D E. Purser	6	10	18 Feb. 2	1	.....	347	.....	85	.....	.....	.....	18	30
					3	1	.....	248	.....	.....	85	.....	.....	11	17
					9	1	.....	360	.....	85	.....	.....	.....	19	35
					10	1	.....	235	.....	.....	85	.....	.....	10	18
					16	1	.....	354	.....	84	.....	.....	.....	20	38
					17	1	.....	381	.....	.....	133	80	.....	24	45
					23	..	5	.....	254	.....	.....	.....	.....	.....	.....
					24	..	5	.....	226	.....	.....	.....	80	.....	.....
			6	10		6	10	1925	480	254	303	80	80	102	183

These are to certify, that the six oxen and ten sheep abovementioned, weighed viz. one thousand nine hundred and twenty five, and Sheep, four hundred and eighty pounds; and were cut into three hundred and thirty four beef pieces, and three hundred and eighty three pork pieces, allowing nine pounds of beef for each ox head and heart, and three pounds of mutton for each sheep's head and pluck; and that the said oxen produced one hundred and two pounds of suet, and one hundred and eighty three pounds of tallow and no more, and that the same has been regularly entered in the Log Book.

Given under our hands on board the said Ship at Sea, the
18

day of

B. C. Captain.
M. N. Lieutenant.
H. I. Master.

An Account Of Ox Hides, Sheep, Skins, and Tallow, delivered from on board His Majesty's Ship the A , to be returned into His Majesty's Stores.

Time delivered	To what Ship, &c.	Master's Name	To what Port to be returned.	No. of		Pounds of Tallow
				Ox Hides	Sheep Skins	
18 March 18	Supply Hoy	I. N.	Plymouth	6	10	183

The above Account to be signed by the Master and Purser, and if the situation of the Ship does not admit the Hides and Tallow to be returned to any of His Majesty's Ports, they may be delivered to the Boatswain; the Purser taking a Receipt from him, that the same may be charged accordingly.

No.

Form for the Account of Extra Expense

An Account of the Extra Expense of Casks, Staves and Iron Hoops,
His Majesty's Ship the A , B C , Esq.
Day of and the Day of 18

Time.		Place where.	For what use
12 Sept.	18	Spithead	To Cut for match and top tubs per order of this day
4 Oct.	....	At Sea	Making buckets with covers for the use of the sick per order
2 Nov.	....	Jamaica	Repairing 12 puncheons intended for a gang of rum casks
18 Feb.	18	Martinique	Used for making two buoys, per order of the 12th instant ..
7 March	....	Musquito Shore	Repairing 32 gang casks, they being damaged by rafting
6 Nov.	....	Hispaniola	Ditto and trimming 24 butts, 18 puncheons, and 16 hogs
Aug.	18..	At Sea	Cut for match and top tubs (some of the old being destroyed)
27 Jan.	18..	Jamaica	Used in general repair of the remainder of the water casks, follows, viz. butts 101, puncheons 45, and hogsheads 60

These are to certify the Commissioners for Victualling His
in the above account, viz. butts, ten; puncheons, eleven;
puncheon staves, one hundred and sixty-five; hogshead staves,
hoops, two hundred and fifty-eight, were actually cut, made use
therein set forth; that all the extra expense was in consequence of
from the badness and insufficiency of the casks; and that no part
with our knowledge or belief.

17.

of Casks, Staves, and Iron Hoops.

in trimming and repairing the Water, and other Casks on board
 Commander, and D E , Purser, between the

expended.	Casks.					Staves.					Iron Hoops
	Butts	Puncheons	Hogsheads	Barrels	Hogsheads	Butts	Puncheons	Hogsheads	Barrels	Hogsheads	
30th ultimo	2	3	...	...	...	...	8	40	...	...	16
...	...	...	2	...	...	...	...	12	...	...	3
...	...	...	...	...	...	2	30	28	18	...	18
heads	...	...	...	...	...	72	83	65	...	...	53
Per order this day	2	1	2	...	...	...	...	...	...	...	...
they being old and in bad condition as	6	7	9	...	...	50	44	36	...	...	148
...	10	11	13	...	...	124	165	181	18	...	258

Majesty's Navy, that the casks, staves, and iron hoops, mentioned
 hogsheads, thirteen; butt staves, one hundred and twenty-two;
 one hundred and eighty-one; barrel staves, eighteen; and iron
 of, and expended on board, and for the use of the said Ship, as
 orders from the Captain; and the repairs absolutely necessary
 thereof were ever afterwards made use of, or returned into store,

Given under our hands on board His Majesty's Ship
 the A , at Spithead the 31st May, 18

B. C. Captain.

H. I. Master.

These deponents D E , Purser, and S. T ,
Cooper of His Majesty's Ship A , make oath, that the
account of extra expense of cask, staves, and iron hoops, incur-
red by trimming, repairing on board, or for the use of the said
Ship between the 12th September, 18 , and the 25th January
18 as certified by the Captain and Master on the 31st May
18 (being butts, ten; puncheons, eleven; hogsheads, thir-
teen; butt staves, one hundred and twenty two, puncheon staves
one hundred and sixty five; hogshead staves, one hundred and
eighty one, barrel staves eighteen, and iron hoops, two hun-
dred and fifty eight) is just and true, and that all and every the
said cask, staves, and iron hoops, were actually cut, expended,
and made use of, as in the said account set forth, and no part
thereof were ever afterwards made use of, or returned into store,
to the best of their knowledge and belief.

D. E. Purser.

S. T. Cooper.

No. 18.

Form of a Certificate from the Purser to the Captain, for passing the account of the latter in the Victualling Office.

These are to certify the Commissioners for Victualling His Majesty's Navy, that B C Esq. Commander of His Majesty's Ship A , has signed all the books and papers proper and necessary for passing my Victualling accounts as Purser of the said Ship, between the day of 18 , and the day of 18 ; that he has neither confined nor suspended me during the said time, nor ordered the Victualling of any Men, or delivery of provisions or stores, but by warrant under his hand; and that he has never refused me the use of the ship's boats, so far as necessary for well carrying on the part of His Majesty's Service entrusted to me, nor acted in any way to the prejudice of my office.

Given under my hand on board the said Ship at
this day of 18

D. E. Purser.

No.

Form of the Purser's

A } An Account of all the Provisions, Victualling Stores
D. } D. E. Purser, between the
E. Purser }

Time when received.	Whence or where received	From whom received.	Bread lbs.	Wine Gals	Spirits Gals	Beer Gals	Beef Pieces of lbs.
28 December 18	Per Survey of Remains	R. S. former Purser	4270	....	438	3500	538
29.30 January 18	Jamaica	F. G. Contractor	5600	....	518	....	666
2 February	Musquito Shore	Purchased	.....	.....	.....	.....	.....
6 March	Madeira	T. S. Contractor	.....	240	.....	.....	.....
15.31	Plymouth	T. M. Agent	3360	.....	.....	2285	364
31	Saved by the Ship's Com- pany		216	.....	.....	.....	18
10 April } 1 May }	Portsmouth	W. R. Agent	12096	.....	.....	6170	654
16 August	Basque Road	Jane Transport, J. A. Master	.....	.....	267	.....	.....
12 October	Quiberon Bay	John Victualler, R. B. Master	5600	.....	.....	.....	328
19	Ditto	H. M. S. Queen, T. H. Purser	784	.....	.....	.....	.....

This deponent D E Purser of His Majesty's Ship the A ,
quantity of provisions, casks, iron hoops, and biscuit bags, and amount of necessary
Navy, their Agents or Correspondents from His Majesty's or other Ships or Vessels,
day of and the day of 18 ; that the said several quantities
set forth ; and that neither he nor any person on his behalf has received, or is at
thereof, except such part of the money paid to his mess as was due to him
supplied with, or at any time given receipts or other vouchers for, other or more
never sold, embezzled, or in any way improperly or fraudulently applied, dis

19.

Voluntary Charge.

and Necessary Money for the use of His Majesty's Ship the A.
and the

18

Pork pieces of 4lbs.	Fresh Beef lbs.	Live Oxen No.	Live Sheep lbs.	Flour lbs.	Suet lbs.	Raisins lbs.	Pease		Oatmeal Gals	Sugar lbs.	Butter lb.	Cheese lbs.	Sugar in lieu of Butter or Cheese lbs.	Cocoa in lieu of Butter or Cheese lbs.	Rice in lieu of Oatmeal lbs.	Vinegar Gals	Cask.			Hoops	Bags	Neces- sary Money.		
							B.	G.									T.	H.	P.			L.	s.	d.
472	.....	.....	.....	976	157	364	.....	.....	.....	840	275	498	.....	.....	.....	78	71	3	2	2350	56	56	8	3
560	2286	.....	.....	.....	.....	.....	40	.....	.....	138	.....	.....	867	410	270	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	6	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
244	1845	.....	.....	1260	560	715	24	7	240	.....	532	875	.....	.....	.....	120	15	3½	1	288	30	.....	.....	.....
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57	99	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1032	2376	.....	.....	2063	470	897	36	.....	503	.....	700	1436	.....	.....	.....	82	105	½	½	2234	108	.....	.....	.....
.....	.....	4	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
656	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	360	748	.....	.....	.....	.....	3	½	2	32	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	.....	.....

maketh oath that the foregoing account contains every individual and exact money which he has received from the Commissioners for Victualling His Majesty's or from any person or persons whatsoever on His Majesty's account between the of provisions and stores were all received on board the said Ship in the kinds above any time hereafter to receive money, or other consideration in lieu of any part for the savings made out of his own individual allowance, nor has he ever been provisions or stores, than what are above stated and set forth, and that he has posed, or made use of, any part or parcel of the said provisions or stores.

quarters in which they are received (see Article 15 of Purser's Instructions) provisions supplied by a Contractor, are to be inserted in one line, agreeably to the date of the receipt given for them; as also supplies from Victuallers or Transports.

No. 20.

Form of a Survey on the Remains of Provisions,
and Victualling Stores, to be taken in order to
enable the Purser to close his account.

Pursuant to the order on the other side, We whose names are hereunto subscribed, have taken a strict and careful Survey of all the Provisions and Victualling Stores remaining on board His Majesty's Ship the *A 1881* in the charge of Mr. *B* *C* Purser.

Mark.	Numbers.	Contents.
		Here the particular species and the exact quantities of each are to be inserted in words at length, and in the margin the Marks, Number and Contents of each cask of the several species distinguishing the full casks from the ullages, and making a separate total of each specie, and mentioning also the numbers of each specie of casks, the number of hoops thereon, the number of loose hoops, the number of bags with Bread, and the number of empty bags.

All which Provisions and Victualling Stores, we found as before-mentioned, and we do declare that we have actually weighed the Bread, and seen the several Casks of Provisions as before-mentioned and taken off the Contents of those which had not been opened and weighed ; that we have measured,

9--2

weighed

weighed or counted the quantities remaining in those which had been opened ; that we have actually counted the number of each description of cask * and the number of hoops and bags ; and that we have in every respect taken the Survey with such care and equity, that if required, We are ready to make oath to the correctness of our proceedings. In witness whereof we have hereunto set our hands on board the said Ship this day of 180 She being at [Here insert the Place where the Ship is at the time of the Survey.]

* If the water-casks are so stowed in the hold that they cannot be got at and counted, it must be so expressed, and in what manner, or from what document the Surveyors have ascertained, the number of them and of the hoops upon them.

No. 21.

Form of a Certificate from the Captain, when a Survey is taken Abroad, on the Remains of Provisions and Victualling Stores, in order to enable the Purser to close his account.

These are to certify the Commissioners for victualling His Majesty's Navy, that from the accounts which have from time to time been rendered to me by Mr. B C Purser of His Majesty's Ship A under my command, as well as from the information of the Master and from my own knowledge and observation, as to the general victualling of the said Ship, I have every reason to believe that the survey held this day on the remains of Provisions, &c. has been carefully and correctly taken : that the several quantities of Provisions therein described are remaining on board ; the Ship having on the day of according to the reports made to me, and to the best of my belief been actually victualled for her Complement of men with the several species and for the number of days hereunder mentioned, viz.

Bread	days
Beer, including wine and spirits	days
Beef, including flour, suet and raisins	days
Pork	days
Pease	days
Oatmeal	days
Sugar	days
Butter, including its substitutes	days
Cheese, ditto, ditto	days
Vinegar	days

And that the several quantities of casks, iron-hoops and bags expressed in the said Survey, are just and true.

Given, &c. &c.

Captain.

No.

Form of a Half-yearly Account of Slop Clothes and Bedding,

Capt. Britannia, } An Account of Slop Clothes and Bedding received on Board the said
Commander.

Time when.	From whence and whom received.	Bags for Clothes at	Marine Jackets at	Kersey Jackets unlined at	Kersey Waist- coats at	Kersey Breeches at	Linsey Waist- coats at	Linsey Drawers at	Chequed Shirts at
18 7th Jan.	Portsmouth——Storekeeper.	60	60	60	50	30	100	100	260
15th March	Antigua——Storekeeper.	.....	.....	.....	.....	.....	.....	.....	at 130

Capt. Britannia, } An Account of Slop Clothes and Bedding issued or condemned by Survey
Commander.

Time when.	How disposed of								
18 31st Jan.	Issued to the Ship's Company this Month....	.....	.....	.....	.....	.....	.....	.....	60
28th Feb.	Issued to the Ship's Company this Month....	.....	.....	.....	.....	.....	.....	.....	150
28th	Condemned by Survey, as unfit to issue	.....	6	5	8	10	13	12	.....
10th March	Lent Barfleur——Purser	.....	30	30	20	.....	50	50	.....
31st	Issued to the Ship's Company this Month.	.....	.....	.....	.....	.....	.....	.....	{ 50 at 30

MEMORANDUM. The prices placed immediately under the species of slops and bedding, are those differing therefrom, the same must be noted, as in the instance above of Shirts, &c. received at

22.

received, issued, lent, returned, or condemned by Survey.

Ship, by Mr. _____ Purser, between the _____, and the _____

Frocks at	Trowsers at	Stockings pairs at	Worsted Caps at	Dutch Caps at	Shoes pairs at	Wrappers at	Cases at	Amount of Slops	Beds at	Amount of Bedding
200 at 100	200 at 100	150	18	100	200 at 100	12	3	L. s. d. 290 19 6	60	L. s. d. 30 10 0
		.....	.....	.....		3	.....	88 12 3	.....	.....
										_____ Commander
										_____ Master
										_____ Purser

on board, or lent, or returned from the said Ship by Mr. _____ Purser, between the _____ and the _____

30	30	.....	.....	.....	50	.....	.....	34 5 0	6	3 1 0
150	150	.....	.....	.....	120	.....	.....	110 0 0	10	5 1 8
.....	.....	.....	.....	.....	.....	.....	.....	11 11 4	.....	.....
20	20	.....	.....	.....	30	.....	.....	59 5 0	.....	.....
at 25	at 25	.....	.....	.....	at 50	.....	.....	53 15 0	.....	2 0 8
										_____ Commander
										_____ Master
										_____ Purser

established, which are to be applied generally, but if slops or bedding should be received at prices Antigua; that the Purser may be properly charged, or credited in the Slop-Office.

No. 23.

An Account of Clothes and other Effects belonging to the following
Persons deceased, sold at the Mast, on board His Majesty's Ship
the _____, Capt. _____, Commander, between the
and the _____ to be transmitted to the Navy
Office.

When sold	No. on the Ship's Books	To whom sold	Belonging to George Matthews.	Amount.
18 10th May	9	James Fray	A waistcoat, a pair of breeches, and a pair of stockings	L. s. d. 0 10 0
	10	James Owen	Two shirts and a pair of shoes	0 7 6
	11	John Griffiths	A jacket, two books, and a bed	0 15 0
	109	Charles Rowe	Two pair of trowsers and a Dutch cap	0 7 0
	127	John Price	A pair of silver buckles	0 16 0

A. B. Commander.
C. D. Master.
E. F. Boatswain.
G. H. Purser.

No.

Form of a

An Account of Slop Clothes and Bedding received on board His Majesty's Ship

Time when	Whence	From whom	Letter and No. of the Bale or Cask	Bags for Clothes at 2s. 8d.	Marine Jackets at 7s. 2d.	Kersey Jackets unlined at	Kersey Waist-coats at	Kersey Breeches at	Linsey Waist-coats at	Linsey Drawers at	Chequed Shirts at
18 1st Jan.	Portsmouth	 Storekeeper	A 6731	.....	.....	.....	.....	.....	.....	.....	130
			A 6732	.....	.....	.....	.....	.....	.....	.....	130
			E 5840	.....	.....	.....	.....	.....	.....	.....	.....
			G 3720	.....	.....	.....	.....	.....	.....	.....	.....
			H 4612	.....	.....	.....	.....	.....	.....	.....	.....
15 March 20th May	Antigua at Sea.	 Storekeeper	.....	.....	.....	.....	.....	.....	.....	.....	130
		Europa, J. K. Purser	H 4650	.....	.....	.....	.....	.....	.....	.....	.....

MEMORANDUM. In case of a Purser's removal within the time the account is for, a line is to be survey, and delivered to the succeeding Purser, are to be inserted immediately under as follows :

1st June	By Survey from GH	.....	.....	.....	.....	.....	.....	.....	.....	100
	The former Purser	.....	.....	.....	.....	.....	.....	.....	.....	.....
	deceased or re-	.....	.....	.....	.....	.....	.....	.....	.....	.....
	moved to	.....	.....	.....	.....	.....	.....	.....	.....	.....

24.
Slop Book.

the , Capt. , Commander, between the and the

Frocks at	Trowsers at	Stockings at	Worsted Caps at	Dutch Caps at	Shoes pairs at	Wrappers at	Cases at	Amount of Slops	Beds at	Amount of Bedding
						1		L. s. d.		L. s. d.
						1		24 19 1		
100						1		24 19 1		
	100					1		17 2 5		
					100	1		17 2 5		
							1	25 1 0		
100	100				100			88 10 0	60	30 10 0
					100		1	25 1 0		
										A. B. Commander
										C. D. Master
										E. F. Boatswain
										G. H. Purser

ruled under the slops and beds received by the former Purser, and the articles remaining upon

80	80				100	4	2	81 5 0	30	15 5 0
					20					

No. 25.

Form of a Survey on the remains of Slop Clothes and Bedding.

Pursuant to an Order from _____, Esq. Vice Admiral
of the Red, and Commander in Chief, &c.
dated the _____, and to us directed,

“ We whose Names are hereunto subscribed have been on board His Majesty’s Ship the _____, and taken a strict and careful Survey of the Slop Clothes and Bedding remaining on board the said Ship, and find as follows, viz.

Marine jackets.....	at	each
Kersey jackets, unlined....	at	....
Kersey waistcoats	at	....
Chequered shirts.....	at	....
Frocks	at	....
Trowsers	at	....
Shoes	at	....
Beds	at	....

† Of which _____ Marine jackets _____ kersey waistcoats, &c.
appear by report of survey, dated the _____ to have been found unfit to
issue, and are therefore to be returned into Store the first opportunity.

All which Slop Clothes and Bedding we have delivered into the charge of Mr. _____, the succeeding Purser; and we do declare we have made and taken this survey with such care and equity that we are ready to make oath to the impartiality of our proceedings.

Given under our hands, on board the _____, in Carlisle
Bay, Barbadoes, this _____ day of _____

E. F. Purser, Europa.
G. H. Purser, Asia.
J. K. Purser, Africa.”

† To be inserted only when Slops or Bedding remain on board, after being surveyed, and found unfit to issue.

No. 25.

No.

Form of a List of Issues of Slop-Clothes

An Account of the total Value of Slop-Clothes and Bedding issued on board
Book of the said Ship, commencing the

No. on the Ship's Book.	To whom issued.	Value of		No. on the Ship's Book.	To whom issued.	Value of	
		Slops	Bedding			Slops	Bedding
		L. s. d.	L. s. d.			L. s. d.	L. s. d.
1	Benjamin Bread	0 6 10		24	Jos. Bridges	0 3 5	
	Charles Brampton	0 14 9	0 9 8	25	John Tully	1 10 2	0 9 8
	William Downey	0 3 5			William Harison	0 8 5	0 9 8
	Thomas Mew	0 8 5			John Atkinson	0 3 5	0 9 8
5	James Alport	0 15 3			John Cashman	0 3 5	
	William Emery	0 10 8	0 9 8		Matthew Skelton	0 3 5	
	George Middleton	0 6 10		30	Ambrose Harman	0 6 10	
	Andrew Murphy	0 18 1			James Wilson (1)	0 3 5	
	James Fray	0 11 10	0 9 8		David Simson	.....	0 9 8
10	James Owen	1 15 9	0 9 8		Peter Willson	1 10 2	0 9 8
	John Griffiths	0 11 4			Neal Cook	0 3 5	
	Edward Handcock	0 13 8		35	John Carr	1 13 2	0 9 8
	George Silly	0 11 10			John Knight	0 10 8	0 9 8
	William Brown (2)	0 6 10			Samuel Hewitt	1 10 10	
15	John Tubb	0 10 8	0 9 8		Robert Bruce	0 10 3	
	Edward Hunt	0 7 3	0 9 8		John Nixon	0 6 10	
	Joseph Abbott	0 10 9		40	John Settle	0 3 5	0 9 8
	Christopher Morton	.....	0 9 8				
	Daniel Banks	0 8 11	0 9 8			9 11 3	3 17 4
20	Edward Goulding	0 6 10					
	Joseph Cockley	.....	0 9 8				
	William Broughton	0 6 10					
	William Barker	0 10 8	0 19 4				
		11 17 5	5 6 4				
	Folio 1				Folio 2		

26.

and Bedding for passing Purser's Accounts.

His Majesty's Ship the Brunswick, A. B. Purser, and charged on the Pay and ending the

No. on the Marine List	To whom issued	Value of		No. on the Supernu ^y List.	To whom issued	Value of	
		Slops	Bedding			Slops	Bedding
		L. s. d.	L. s. d.			L. s. d.	L. s. d.
1	James Jordan	.....	0 9 8	1	George Taylor	1 10 11	
	Charles Brannon	0 2 3			James Annise	0 13 8	0 9 8
	John Cooling	.....	0 9 8		John Adder	1 3 1	
	Samuel Huntley	0 10 3	0 9 8		William Delaney	1 8 1	
5	Thomas Willey	.....	0 9 8	5	Henry Bagworth	0 17 6	0 9 8
	John Jones	.....	0 19 8		Cornelius Parke	1 11 4	
	Robert Bell	0 7 3					
	Michael Russel	.....	0 9 4			7 4 7	0 19 4
	Job Tilley	0 3 5					
10	John Ashby	0 12 3	0 19 4		Folio		
	William Morris	0 3 5			4		
	William Parker	0 3 5					
	John Laurence	0 8 10					
	Dudley Kenshallan	.....	0 9 8		ABSTRACT.		
15	James Burne	0 9 6			Folio 1	11 17 5	5 6 4
	Henry M'Gill	0 17 11			2	9 11 3	3 17 3
					3	3 18 6	4 16 8
					4	7 4 7	0 19 4
		3 18 6	4 16 8		Total	32 11 9	14 19 2

Folio 3

No.

Voluntary

An Account of Slops and Bedding received

Complement.

Men.

When received.	From whence and from whom received.					Bags at	Kersey		Linsey	
							Jackets at 10s 8d.	Waistc's at	Breeches at	Waistc's at
1806										
6 Jan.	Portsmouth Dock Yard, Mr. Gilbert, Store ^r.	.....	60	.....	.....					

Purser of His Majesty's

statements of the sundry articles and circumstances to which they relate or refer, and voluntarily maketh oath, on board the said ship in kind, and that he this deponent did not at any time or times between the one thousand hundred and receive or take into his use, other than and besides what is mentioned in the said account, and this deponent further saith, that receive, and that he will not receive any goods, chattels, money, security for money or other consideration account, or for His Majesty's use between the said day of one thousand hundred and and lastly that he this deponent hath not embezzled or fraudulently made this deponent.

Sworn this day of 180 before me.

N. B. In the voluntary charge the whole of each day's supply should be inserted on one line. Poundage of 5 per cent. is allowed on all Navy and purchased Slops issued to the ship's company, or to supernumeraries, also on deficiencies, excepting Slops purchased by an Officer for the use of the men on board the vessel under his command.

27.

Charge.

on Board the said Ship between the

SLOPS.										BEDDING.							
Shirts at 4s. 6d.	Frocks at 4s. 10d.	Trowsers at 4s. 3d.	Stockings prs. at 2s. 3d	Worsted Caps at	Dutch Caps at	Shoes pairs at	Wrappers at 1s. 9d.	Cases at	Amount		Beds	Bolsters	Coverlids	Blankets	Price s. d.	Amount	
									L.	s. d.						L.	s. d.
130	100	50	150	.....	.....	.....	5	.....	98	7	1	20	complete	13..	13		

doth offer and declare these his annexed accounts to be candid, impartial, just and honorable recitals and
 and saith, that the slops and bedding specified in the above accounts were actually received by him this deponent
 day of one thousand hundred and and the day of
 charge any article or articles of Slops or Bedding whatsoever on His Majesty's account, or for His Majesty's
 neither he this deponent, nor any person for him hath received and that he this deponent doth not expect to
 whatsoever for any of the Slops or Bedding received or taken charge of by him this deponent on His Majesty's
 hundred and and the day of one thousand
 away with or disposed of any article of the Slops or Bedding received during the above-mentioned period by him

ACCOUNT CURRENT.

Purser of His Majesty's

in account with the Navy Slop Office.

between the

Dr.		SLOPS.			Cr.			
		L.	s.	d.		L.	s.	d.
18					18			
6 Jan.	{ To W. Gilbert, Ports- }	98	7	1	7 Jan. to }	98	7	1
	{ mouth Yard }				31 March }			
					By Issues			

Dr.		BEDDING.										Cr.			
		Beds	Bolsters	Coverlets	Blankets	price				Beds	Bolsters	Coverlets	Blankets	price	
						s.	d.							s.	d.
18								18							
6 Jan.	{ To W. Gilbert, Portsmouth Yard	20	com	plete	13			7 Jan. to } 31 March }	By Issues	20	complete				13

No. 28.

Form of an Affidavit to a time.

C. D. Purser of His Majesty's Ship the Britannia voluntarily maketh oath and saith that the several species and quantities of Slop Clothes and Bedding mentioned and expressed in the annexed survey taken the day of for the purpose of passing his this Deponent's Account to a certain time were all then actually remaining in his this Deponent's charge and possession as Purser of the said Ship; And this Deponent further saith that no part of the said Slop Clothes and Bedding, were either bought, borrowed or otherwise provided by him, this Deponent, or any other person or persons on his account, but that the whole of such Slop Clothes and Bedding were the same identical Slop Clothes and Bedding which he this Deponent received from the Honorable the Principal Officers and Commissioners of His Majesty's Navy by their Storekeepers or otherwise on His Majesty's Account for the use of the said Ship.

